

EIGHTH NATIONAL NORTHERN DEVELOPMENT CONFERENCE

"AT THE TURNING POINT — TOWARD A VIABLE FUTURE"



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The 8th in a series of conferences for the better development of the north.

Edmonton Journal

Time for action — conference chairman

Almost everything that can be said about northern development has been said in the past decade.

Now it's time for action, says John Barry, chairman of the Eighth National Northern Development Conference.

Mr. Barry, also senior vice president of construction equipment firm R. Angus Alberta Ltd., says he expects "no brand-new, startling ideas" from the conference, to be held in Edmonton Nov. 14th to 16th at the Citadel Theatre and Plaza Hotel.

But the 550 delegates from Canada and the U.S. to attend the conference, many of them from the North, will hopefully come up with "a strong consensus from residents of the North on what they need to encourage planned development."

At the Turning Point is the theme of the conference, which is to focus on the federal government's responsibility to provide a climate conducive to Arctic development and to ensure northerners benefit from progress.

Mr. Barry wants the federal government to stop controlling northern development and work instead in partnership with business and northern residents.

"The central government should only be involved in setting ground-rules. Their job is to monitor the social and environmental impact of projects."

The new Conservative government's attitude toward northern autonomy is encouraging, Mr. Barry adds.

The Berger inquiry and the subsequent decision to not go ahead

with the Mackenzie Valley pipeline put a damper on northern development. Now Arctic residents realize a balanced approach to development can be achieved, he says.

Government presence in the North can't be totally eliminated, Mr. Barry admits.

There is a need for Crown corporations, especially in the transportation field, where the vastness of the North and the remote location of communities combine to make transportation essential.

A truly adequate transportation system in the North wouldn't pay its way and northern transportation will have to be subsidized for years to come, he adds.

Arctic development should be pursued "within a framework of social responsibility," he says.

"I think a proper balance can be struck between industry and government. We in Alberta have seen this happen."

Mr. Barry remembers when the site of the mining town of Grande Cache was nothing but a forest and the coal was buried deep underground. "Now it's a thriving coal mining town," he says, thanks to co-operation between government and industry.

Contrary to what some people may believe, the quality of life in the North is not ideal. To improve their lot and grasp more political power, Northerners must first have some sort of economic clout. That comes with development, he says.

The Yukon and the Northwest Territories are evolving into self-governing political units and tough negotiations are upcoming between

Ottawa and the territories, says Mr. Barry.

The federal government may push for more control of resources in these talks, so that the territories may end up with less control over resources within their boundaries than the provinces.

"What we may end up with is different rules for Canadians in the north and south."

Alberta has converted its economic strength into political clout, he says, so that it can now "flex its muscles" when it deals with the federal government.

The last northern development conference, in 1976, was also hosted by Edmonton — in the midst of the controversy surrounding the planned Mackenzie Valley pipeline.

A counter-conference was staged by native groups and environmentalists worried that a small group of powerful businessmen were deciding their fate.

"The polarization of the last conference was counter-productive," recalls Mr. Barry. "Now people realize we can move ahead logically."

Justice Thomas Berger's inquiry, which scuttled the Mackenzie Valley pipeline, set northern development back by turning into an overview of the North's social and economic problems.

A more balanced approach to development inquiries by committees composed of members with wide interests is called for, Mr. Barry adds.

With global energy supplies shrinking and costs rising, Canada

"had better get at it" in the North to encourage development of the North's energy supplies.

"Major oil companies have lost faith and dollars waiting for the federal government to establish guidelines for fair rates of return."

A lot of companies, like R. Angus, have facilities in the Arctic which aren't profitable now and are being subsidized by other more profitable areas, such as booming Alberta.

"If we're really to be rewarded by staying there," predicts Mr. Barry.

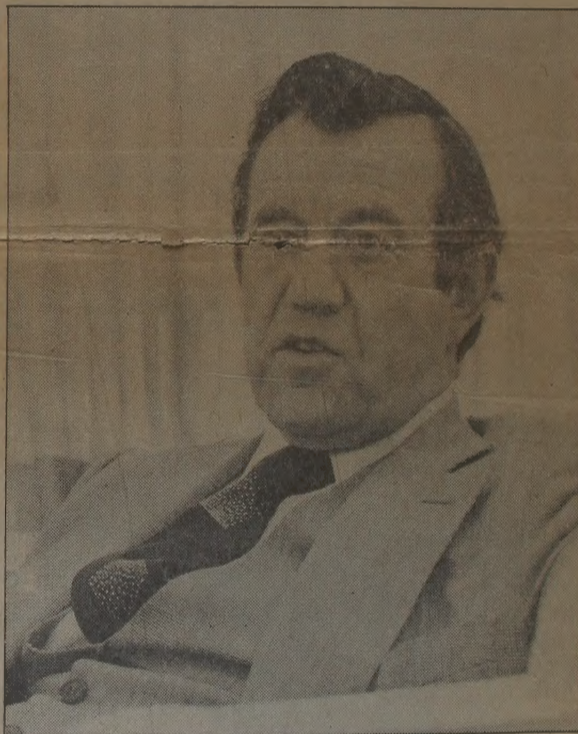
Planning for the Eighth Northern Development Conference started about six months after the 1976 parley, he said.

The late Frank Spragins, former chairman of Syncrude Ltd., was to have been the chairman of this conference and was instrumental in devising its theme.

The first conference, held 21 years ago, was sparked by Edmonton businessmen interested in northern development.

Conference speakers include Northern Affairs Minister Jake Epp; Alaska Senator Mike Gravel; Canadian lawyer and author Richard Rohmer; Mrs. Ione Christensen, former Yukon commissioner; Harold Millican, administrator of the Northern Pipeline Agency; Stuart Hodgson, former Northwest Territories commissioner; and Premier Peter Lougheed.

Other to address the conference will come from Ottawa, Frobisher Bay, Fort Simpson, Inuvik, Hay River, Yellowknife and Whitehorse.



Northern Development Conference chairman John Barry

Settling land claims top challenge, Berger says



Mr. Justice Thomas Berger

Canada's greatest challenge is the settlement of native land claims in the North, says the British Columbia judge who persuaded Ottawa to halt plans for the Mackenzie Valley gas pipeline.

"The decision not to build the Arctic gas pipeline gives us and the native people the time to achieve a fair settlement of native land claims in the Western Arctic and Yukon," says Mr. Justice Thomas Berger.

Although he refrains from commenting on the future development of Canada's North, Mr. Berger still speaks occasionally about his commission of inquiry.

His decision, reached after an 18-month tour of hearings, has sparked controversy among industrialists as well as Inuit and Indians.

His report has been called an example of over-kill and a setback to northern development. But Mr. Justice Berger, while remaining neutral since his findings were presented to the federal government in 1977, maintains that environmental values are priceless.

"I do not want to be misunderstood about this. I did not propose that we shut up the North, as a kind of living folk museum and zoological gardens."

"Let me be clear about the importance that I accord to environmental values. I do not urge that we seek to turn back the clock, to return in some way to nature, or even to deplore, in a high-minded and sentimental manner, the real achievements of the industrial system."

Mr. Berger suggests rather that these values constitute an invaluable aspect of modern life

and that their preservation is a contribution, not a repudiation of the civilization on which we depend.

"The foundations have been laid for the development of a firm policy designed to protect the northern environment. In fact, the goal lies within our reach," he said recently.

But Mr. Berger warns that it would be a mistake to turn the debate on northern development into a simple choice between growth and no growth.

"This is no time for cardboard theories about industry and environment. We do not face a choice between unrestrained growth and consumption on one hand and stagnation on the other."

But it is plain, he said, North America shall have to get along with a smaller proportion of the world's energy and resources.

"I am not urging that we dismantle the industrial system. It has been the means to the material well-being of millions and an engine of prosperity for our country."

"But I do say we must pause and consider to what extent our national objectives are determined by the need for the care and feeding of the industrial machine."

He said the arguments between industrialists and environmentalists are often conducted "at the top of their voices."

"I wish to avoid being thought of as a partisan of either view. But I do urge that we adopt a policy of rational and orderly development."

Looking back on the pipeline inquiry, he said,

the fundamental question it faced was whether or not the North should be opened up as was the West.

"The proposal by Arctic Gas to build a pipeline across the northern Yukon confronted us with a fundamental choice. It depended not simply on the impact of a pipeline but on the establishment of an energy corridor across it."

Mr. Berger said that had the gas pipeline been built, an oil pipeline would have logically followed the same route. That would have been the end of the wilderness being protected by its remoteness and inaccessibility.

There has been some progress since he recommended the creation of an international wilderness park in Alaska and the Yukon. Former Indian Affairs and Northern Development minister Hugh Faulkner announced last year that 9.6 million acres of the northern Yukon was being withdrawn from future industrial development.

The Carter administration has proposed that 43 million acres in Alaska be set aside as wilderness, which he regards as "an essential step toward fulfilling conditions necessary for the establishment of the international wilderness park I proposed."

He said that preservation of the wilderness and caribou herd is in keeping with native interests.

"But native people would have to be guaranteed the right to live, hunt, trap and fish within the park. They must play an important part in the management of it and the herd."

Gov't urged to act now on policies

Northern development — triggered by Beaufort Sea exploration, pipeline construction and new mine development — can be expected to increase substantially within the next three years.

C.R.S. (Stu) Montgomery, president of the Alberta Chamber of Resources and Harold Page, chamber managing director, say it is essential that government acts now in getting policies and infrastructure in place to allow this development to proceed in a reasonable fashion.

"We should see substantial increases in activity in the North over what has happened in the past," Mr. Montgomery said in an interview.

In view of all the opportunities, the theme of the Eighth National Northern Development Conference, at the Turning Point, is highly appropriate, Mr. Montgomery said.

The wave of development which is anticipated makes it essential that the federal government put in place policies, regulations and facilities in short order, he said.



Stu Montgomery

Government must recognize the difficulty of attracting staff to northern projects, Mr. Page said. Industry, particularly mining companies, is often called upon to provide housing and community facilities which are provided by government in southern Canada.

Federal taxation officials

frustrate this effort by interpreting provision of these basic, but costly services in the North, as taxable fringe benefits, Mr. Page added.

Consequently, the northern employee can face the situation of having less services than in the south and little benefit in take-home pay because of short-sighted taxation policies.

The Alberta Chamber of Resources, which has 350 corporate members, is a major sponsor and founder of the National Northern Development Conference, which is held every three years in Edmonton.

The chamber provides a permanent location for the conference organization in its Edmonton office as well as providing staff as required.

Through the efforts of the chamber, Jake Epp, the newly-appointed minister of Indian affairs and northern development, will attend the conference. Chamber officials hope to have meetings with this senior federal official to present their views on northern development.



Harold Page

The chamber's views on northern development are getting exposure through the Northern Mineral Advisory Committee, established in October, 1978, through the joint initiative of the chamber and its counterparts in B.C., the Yukon, and the Northwest Territories, along with the Mining Association of Canada.

In addition to being represented on the important federal advisory committee, the chamber intends to direct recommendations from the conference to this committee.

The chamber's involvement in the North ranges from recruiting workers for a number of northern mines, to operating a mine managers' conference each year and to following specific issues, such as the current land-use freeze in the Baker Lake area.

In the Baker Lake area, where activity has been halted by a court injunction triggered by the dispute over native claims, a substantial number of uranium finds have been made over the last few years. Exploration and development activity in this area is of vital interest to numerous chamber members, whether they are exploration companies or supply or service corporations.

The chamber is also involved in discussions with the Alberta government, related to metallic mineral regulations for Alberta. Mr. Page

said these discussions include such things as royalty rates on a variety of minerals, including uranium, for which Alberta would appear to have good potential.

"We are working with the province on a number of issues including the procedure of releasing lands for exploration in northeastern Alberta and requirements to disclose information, from exploration, to the government."

The government wants exploration data provided to the Alberta Research Council. Industry groups see the merit of doing this, but are concerned about the costs of shipping core samples to Edmonton and about how long exploration results will be kept confidential.

A lot has been done with the government toward getting the new metallic mineral legislation in place in Alberta. Mr. Page says the chamber knows a lot of metallic exploration would be done, not only in northeastern Alberta, but also in the Foothills, once these regulations are completed.

Native voice has power

YELLOWKNIFE, N.W.T. — Developers who turn north these days are faced with more than a harsh environment — they also have to deal with the concerns of native organizations which are often skeptical about the values of industry.

Nowhere else on the continent does development have the capacity for negative social impact that it does in the North.

In recent time no one has stated that as forcefully, or as controversially, as did Mr. Justice Thomas Berger in his pipeline report of almost three years ago.

Despite his critics, few would argue that Mr. Justice Berger did a thorough job of articulating the fears of northern native peoples.

"The first great staple industries in the North were the fur trade and whaling; then followed mining; now there is oil and gas," he wrote.

"But the impact of exploration for oil and gas has not been the same as the impact of the fur trade, which depended on the Indian, the Eskimo and the Metis.

The fur trade did not sever the age-old relationship between man and the land, nor did it call into question the ownership of land."

Mr. Justice Berger also said: "We have been committed to the view that the economic future of the North lay in large-scale industrial development. We have at times even persuaded the native people of this. We have generated, especially in northern business, an atmosphere of expectancy about industrial development."

Throughout the North native groups have come to accept the inevitability of development — in many areas it is welcomed — but are insisting on a voice in proceedings.

As Pond Inlet Mayor Titus Alooos recently told Northern Affairs Minister Jake Epp: "You can do what you want . . . We realize that we are just transients on the land and the land belongs to the government — but we want to have a say in it."

Mayor Alooos and his council are concerned about the social and environmental impacts of oil exploration near Baffin Island.

One of the aldermen produced a map drawn by hunters in the community (which meant almost every Inuit male) showing where the polar bear wandered the ice flows.

Although the oil industry is providing valuable employment to the community, the feeling was strongly expressed that no wages would be worth it residents had to sacrifice their lifestyle.

"The people here work and then go out hunting to refresh their minds," said Mr. Alooos. "Once you take away that opportunity then you destroy the people."

In general terms, the position of Inuit and Indian leaders throughout the North is simply this: No development unless it benefits the local people.

And, as Mr. Justice Berger found, what is regarded as beneficial in the south — the creation of jobs — might not always be seen in the same light by native communities with a high regard for their traditional way of life.

People more precious than growth, churches say

Public policy should foster development of the whole person and the whole of society, not just economic growth.

That's the stand that the Committee for Justice and Liberty (CJL), an interdenominational Christian social action committee, takes in the northern development issue.

And, it's a view that is echoed by many local church groups.

Three years ago, when the seventh National Northern Development Conference was held in Edmonton, an alliance of local public interest groups, including church-based social actions groups, held a counter-conference.

There won't be a counter-conference to protest northern development this year. The immediacy of the Mackenzie Valley pipeline issue had prompted the counter-conference in 1976, says Kathy Vandergrift, spokesman for the local CJL affiliate.

However, Christian-based interest groups and churches don't hesitate to present their anti-development views. But they are also quick to stress that they're not against northern resource development entirely — only that they wish a delay of development until human considerations are taken into consideration.

The CJL, Mrs. Vandergrift says, "feels the demand for energy is not so urgent that the government can't take the time to clarify its position" on several issues.

The native population of the north must have time to work through its problems first, she says. Native land claims must be settled and the native population must be provided the opportunity to preserve its culture.

These are both issues, Mrs. Vandergrift says, where the natives "feel pushed and are afraid the government will arrive at solutions on its own. We don't think the gov-

ernment should legislate solutions without input from the natives."

At the same time, the CJL is urging the government to develop energy conservation programs and alternative forms of energy.

While the local CJL is staying fairly low-key on the issue, the national CJL is "moving into the debate at a much stronger level" this year, Mrs. Vandergrift says.

The Edmonton Interchurch Committee on the North, which includes representatives from the Presbyterian, Catholic, United, Quaker, Reformed, Lutheran, Christian, Anglican and Mennonite churches, has much the same views.

Personal development is more important than economic development. "Grave injustices are being done to the native people of the north. Their native rights have been effectively ignored," says Mary Amerongen, the committee co-ordinator.

The government has announced

that this will be a "decade of expansion" for the north, and that land claims can happen "in tandem" with development, she points out. "It's the churches' view that this is like negotiating with a gun at your head."

Native people must have a say in the decisions that will affect their lives, and right now, they don't have a say, Ms. Amerongen says.

The way the government deals with natives is to "marginalize them, put them at the bottom of the list and therefore contribute to their extinction."

The committee, she says, feels "that it wouldn't be detrimental to southerners if the resources were left in the ground until land claims and other issues are settled."

The local committee, which works closely with Project North, a national inter-church support group, hosts workshops to make their views known and spark discussion, Ms. Amerongen says.

The national Catholic church has taken a strong stand on northern development, says Bob McKeon, of the social justice office in Edmonton.

Mr. McKeon cites a 1975 statement put forward by the Canadian Catholic Conference of Bishops, which still holds today.

The church cites stewardship of natural resources as a critical issue.

North Americans — 6.5 per cent of the global population — consume 43 per cent of the energy supplies of this planet, it states.

"We North Americans have created a highly industrialized society that places exorbitant demands on limited supplies of energy. The maximization of consumption, profit, power has become the operating principle of this society. These are the driving forces behind the present continental struggle to gain control of northern energy resources."

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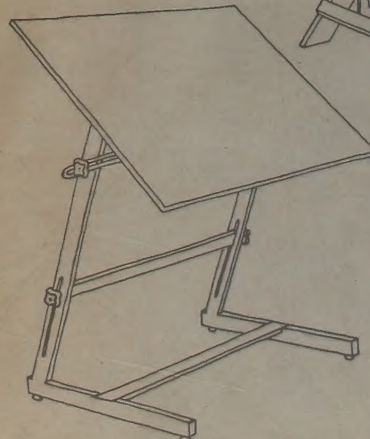
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Face problems now, U of A prof warns

Increasing social problems may accompany the expected boom in northern development unless steps are taken by government, native people and industry.

Dr. Charles Hobart, a University of Alberta sociologist, says industrial development of the North will ensure a higher standard of living for Natives living in the Northwest Territories and the Arctic.

But present social problems — alcoholism, crime and suicide — will be compounded unless people realize the possible impact of development and take effective preventive measures, he said.

Alcohol is the root of most social problems.

A recent study by U of A and University of Lethbridge sociologists indicates half the deaths of natives in Alberta are alcohol-related, said Dr. Hobart.

"That's the kind of thing that could well be true in the Northwest Territories unless efforts being made to solve social problems become more effective."

Bringing industrial development to the North is critically important to bolster the economic situation and high rate of unemployment, he said.

"The economic condition has been relatively tight in the western Arctic and the Mackenzie Valley since 1977 and that

situation is worsening because of budget restrictions by the federal government," Dr. Hobart said.

The rapid population growth has created a flux on a market where jobs are not available.

"The government is doing its best, but this is a slump period, in part caused by the numbers of people entering the job market," he said.

Because of the expected increase in social problems in settlements and communities, there has been some hesitancy in expanding northern development, explained Dr. Hobart.

But to halt industry would be "condemning a large population of native people to a life without any meaning for the future."

"It would be particularly devastating for young people."

Native people must become more aware of the problems facing them, and they need to change traditional attitudes which are outdated in the 20th century.

Of particular importance is settling land claims. Now when issues such as development projects arise, native people see them as opportunities to exert pressure toward a favorable settlement of land claims, Dr. Hobart said.

Rainbow Valley Indian settlement near Yellowknife, N.W.T.

Give us jobs, natives tell Epp

OTTAWA — Indian and Northern Affairs Minister Jake Epp has made a discovery since he began talking with native people who actually live in the North rather than the lobby groups which supposedly represent them in the South.

The big complaint isn't that there is too much development in the North, but that there's too little.

As Epp meets native representatives face-to-face in the Yukon and the Northwest Territories, he's constantly asked why there are no more jobs being created.

Hence, economic development projects such as the proposed Polar Gas pipeline from the High Arctic and others not yet on the drawing boards will be the main emphasis as Epp begins to get a firm hold on his portfolio.

Epp isn't saying that the anti-development lobby groups in Ottawa have constantly given the federal government the wrong impression, but Prime Minister Joe Clark's only cabinet member from Manitoba is saying that there are two sides to every story and that perhaps in the past Ottawa has only been listening to one side.

Epp says he sees a lessening of the anti-development stance that began to grow in Canada in the early 1970s. One reason is that people see the energy crunch developing, with inflation and unemployment rearing their ugly heads again, and realize that we have to face reality straight on.

The Indian and northern affairs minister, a dedicated Mennonite, is steadfast, however, that development must go ahead in a way that is acceptable to native people.

Factors which proved roadblocks to development in the early 1970s — exaggerated concerns over ecological and environmental woes, dangers to native ways of life, and land claim settlements — now seem less of a barrier as we move into the 1980s.

Epp claims that the land claims hassle, for instance, isn't nearly the controversial issue it was under the previous Liberal administration. In opposition, the Tories tended to have closer and more frank relations with native groups. In government, they are able to build on those relationships.

"The message we are getting from native groups is: Yes, we want development. But we want orderly development. We want Indians and natives to be part of that development through jobs and training skills," explains Epp.

He feels that an overly-cautious approach to development came upon us in the early 1970s with such things as the Berger commission into the northern pipeline, and that Canada has lost about 10 years lead time in such projects.

Now, with the energy crisis upon Canada, it is beginning to see the folly of such earlier philosophies.

When Epp was first appointed to his portfolio in June he said that development shouldn't be allowed to go ahead in the North at the expense of the general welfare of native peoples.

He still holds to that. Yet, he says, more than ever he realizes that carried out rationally and in co-operation with native groups, development can



Jake Epp

add to the welfare of native peoples.

By coincidence, one of Epp's first official tasks after taking over his portfolio was to attend the official opening of the 671-kilometer Dempster Highway. The nation's first all-year land link to the Arctic took 20 years to complete.

Controversy reigned throughout planning and construction of the Dempster Highway, centring

around its impact on the Far North, but at the time of completion it had been accepted almost universally as a good move.

Despite Epp's positive outlook, controversy has also dogged his ministry, still only in its early days.

Various Indian spokesmen have already called for his resignation for a variety of reasons, although how serious they were isn't really known, and the resignation of Yukon commissioner Ione Christensen after she was stripped of all executive authority has had its moments of bitterness.

That move came amidst federal plans to move the Yukon along the way to provincehood and invest more powers in the territory's elected, rather than appointed, representatives.

Epp is taking all these minor controversies in stride.

He sees his role as ensuring that orderly development does come to the North, that northern riches benefit all of Canada, and that no group, no matter how small, is ignored or harmed unnecessarily by such development.

By working hand in hand, and by co-operation and consultation rather than confrontation, he feels that success in this area is not as elusive as some suggest.

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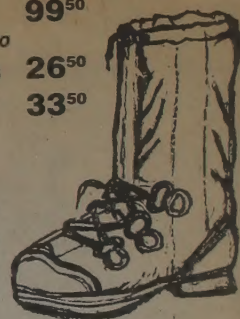
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Better roads improve northern trucker's lot

Northern truckers are a tough and independent breed.

They have to be. For the hostile northern climate creates a litany of horrors for the drivers who ply the trails in metre-deep ruts known as highways in the North.

The gravel highways in the North are improving, admits Sandy Slaton, president of Byers Transport Ltd., but the Northwest Territories and the Yukon still have their fair share of rough roads.

"The roads up there can shake a tractor apart in three years," he says.

Byers operates at least three scheduled runs daily from Edmonton to Northwest Territories points.

A truck in northern service can be expected to last three years, while a tractor working through the Rocky Mountains has a life expectancy of six to seven years.

"We have higher fuel, tire and other general maintenance costs in the North," says Mr. Slaton. And in the winter, the snow-packed roads may be smoother but the intense cold dictates a truck can never be shut down.

In the Yukon, the weather in mountain ranges varies widely in the winter, from rain and sleet to blinding snow. The bitter cold on the tundra stretches of the Northwest Territories cuts to the bone.

"God help you if the truck breaks down," adds Mr. Slaton.

Summer should be kinder, but it isn't. The northern gravel roads turn into dust-bowls and along the Alaska Highway, for example, the truckers must cope with tourist traffic.

Add to weather, the problems created by seasonal traffic halts.

The just-opened Dempster Highway to Inuvik has been closed six weeks this fall, as the wait for winter freeze-up

began, so that ice bridges could be built over rivers along the route. In the spring, two weeks are lost during break-up until ferries can be employed at the crossings.

It's also uncertain if the federal government can cope with severe northern weather and keep the Dempster Highway passable in the winter.

These factors, plus a lack of back-haul to southern points, make trucking an expensive way to get goods to northern points.

"People in the Northwest Territories are paying 100 per cent of the transportation cost burden," he adds.

There are more than 200 trucking companies serving the Northwest Territories alone, most of them independent operations owned by one trucker.

"The industry isn't as large nor as active as it was in the past, due to a decrease in activity caused by the decision against the Mackenzie Valley Pipeline," says Mr. Slaton.

With the recent opening of the Dempster Highway, with its links to the B.C. highway system, goods can be moved more effectively from Vancouver to the Mackenzie Delta than from Edmonton.

"I'm concerned about Edmonton losing its position as gateway to the North," he says.

Bill Cowger, general manager of Loiselle Transport in Edmonton and a veteran of northern trucking, is confident, though, that this city will maintain its status in northern transportation.

The option of shipping from Vancouver by barge to Skagway, where the goods are transferred to rail to Whitehorse may be appealing. So may be use of the highway system exclusively from Vancouver north.

But Eastern Canadian companies shipping to northern points will continue to use Edmonton as the

main staging area, Mr. Cowger said.

Loiselle, a subsidiary of White Pass and Yukon Ltd., services communities from Edmonton to Whitehorse along the Alaska Highway, and provides interline connections with Inuvik.

There has been a noticeable, general slowdown in the Yukon economy and trucking business, says Mr. Cowger, and he attributes it to the general slowness in the territory's mining industry.

He's not convinced that the Dempster Highway will take much business away from traditional barge shipping methods, either. Truckers will probably win more work carrying perishable goods, such as food, to the North, he says.

In the next three to four years, Mr. Cowger sees more mining development in the North. The Arctic, he says, "is the key to Canada's continued growth."

"There's a feeling of optimism when you're up there, being on the last frontier. I get excited about it every time I visit."

An impressive slate of speakers is sure to spark some controversial and thought-provoking discussion at the Eighth National Northern Development Conference in Edmonton Nov. 14th to 16th.

Alberta Premier Peter Lougheed will kick off the proceedings with the opening address Wednesday, Nov. 14th at 9 a.m.

Then, the first panel discussion will follow, chaired by Maj.-Gen. Richard Rohmer, chief of reserves of the Canadian Armed Forces and better known as a best-selling author.

The Canadian North Today is the topic of the panel discussion, and Maj.-Gen. Rohmer, who is also chancellor of the University of Windsor and a practicing lawyer, will likely add spark to the discussion.

Ewan Coterill, assistant deputy minister, department of northern affairs, will participate in the panel.

The other participant in the panel discussion is Whitehorse entrepreneur Rolf Hougden, who will talk about the social economic status of the Yukon territory.

Luncheon speaker on the first day of the conference will be Gordon R. Cameron, who will talk about The North — Canadian Myths.

The executive assistant of Canadian Utilities Ltd., a former commissioner of the Yukon and former mayor of Whitehorse spent 25 years in the North.

Wednesday afternoon, a panel will discuss The Impact of Resource Development, chaired by Cynthia Hill, mayor of Inuvik.

Speakers on the panel include Dr. Lawrence C. Bliss, chairman and professor of botany at the University of Washington; Harold Millican, administrator of the Northern Pipeline Agency; and G.R. Harrison, president of Canmar Drilling and Exploration Ltd.

Dr. Bliss moved to the

University of Washington in 1978, after 10 years in the University of Alberta's botany department.

His teaching and research relate to the Arctic and the use of ecological information in northern development, the topic of his presentation.

Mr. Millican will take about the impact of current developments from a regulatory viewpoint and Mr. Harrison will provide the developer's viewpoint.

Mr. Millican, former Alberta deputy minister of federal and intergovernmental affairs and executive director of the Canadian Petroleum Association, has extensive experience in the construction industry and in the Canadian North.

Mr. Harrison is responsible for design, construction and operation of the exploratory drilling systems Dome Petroleum has been using in the Beaufort Sea.

The North as a Developing Nation will be the topic of Wednesday night dinner speaker Dr. Richard F. Salisbury, director of the department of anthropology at McGill University, Montreal.

A consultant in the past for governments in both Canada and overseas on social problems, his most recent project has been a look at the social impact of the James Bay project in northern Quebec.

A panel on People — Wants and Needs kicks off the Thursday sessions and is chaired by Dr. Charles Hobart, a sociology professor at the University of Alberta.

Participants include Bertha Allen, president of the Northwest Territories

Native Women's Association, William Laferty, an MLA from Fort Simpson, N.W.T., Bryan Pearson, an MLA from Frohisher Bay, N.W.T. and Hilda Watson, of Haines Junction, Yukon.

Luncheon speaker is Stuart M. Hodgson, co-chairman of the International Joint Commission and former commissioner of the Northwest Territories.

The famous civil servant is familiar to many, if not all, people in the North for his long hours of dedicated work on behalf of northerners.

In the afternoon, a panel discussion will be held on Economic Development Priority Policies — Regional Perspectives. Panel chairman is Roly Horsfield, of the external affairs department at Imperial Oil Ltd.

Talking about the Eastern Arctic will be John Todd of Rankin Inlet and Tugak Curley, also of Rankin Inlet. Tom Butters, minister of economic development and tourism for the N.W.T. government, will talk about the Western Arctic, while Ione Christensen, former commissioner of the Yukon, will talk about the Yukon territory.

Senator Mike Gravel of

Alaska is the dinner speaker Thursday night and will talk about Northern Development — Another Country's Experience.

Friday morning's final sessions start with a panel discussion on At the Turning Point — Toward a Viable Future, chaired by Pat Carney, of Gemini North Ltd. She is an experienced consultant familiar with northern development.

Charles Hetherington, president and chief executive officer of Panarctic Oils

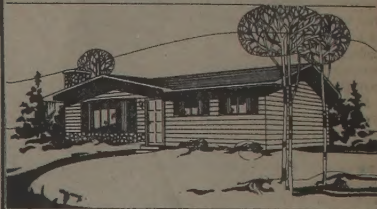
Ltd., will talk about the economic future.

Donald MacDonald, a former minister in the Trudeau cabinet who retired from the House of Commons in 1978, will talk about the North's political future.

Jake Epp, new federal minister of northern development, will talk about Economic Development in the 1980s.

And at the closing luncheon, John H. Parker, commissioner of the Northwest Territories, will sum up the conference's attainments.

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MESSAGE FROM THE MAYOR

After the outstanding success of the 1976 Northern Development conference, it is once again an honour for the City of Edmonton to welcome those participating in the 1979 conference.

The development of energy and industrial related activities in our north lands is crucial to Canada's future prosperity. Traditionally, Edmonton has been considered the 'Gateway to The North' because of our early involvement in the areas of transportation, communication and distribution of goods and services. We are proud to be associated with the title "The Action Centre of Northern Development and Pioneering" and for this reason the City of Edmonton strongly supports any research into our northern areas.

On behalf of the citizens of Edmonton, I welcome the distinguished out of town visitors to our city and hope your visit will be both informative and exciting.

Best wishes to the organizers of the 1979 Northern Development conference.

Yours sincerely,

C. J. (Cec) Purves
Mayor

Pipelines may be focus of '80s

Multi-billion dollar pipeline projects, regardless of whether they are ever built, will dominate northern development issues throughout the 1980s.

The new decade, heralded as the turning point by the Eighth National Northern Development Conference, may prove to be the decade of major Arctic pipeline projects in the North to bring much needed energy supplies to southern Canada and the United States.

It may also turn out to be a repeat of the 1970s — a decade in which the efforts of pipelineers were totally frustrated by government indecision, environmental concerns and the political aspirations of northern peoples.

There are four major, multi-billion dollar pipeline projects on the agenda for the 1980s, and a couple more could become possibilities if exploration results in the Beaufort Sea are as super as some people speculate.

Speculating on if and when northern pipelines will be built has proven to be extremely dangerous, as those businessmen who tied their fortunes to the Canadian Arctic Gas Pipeline found out.

The Arctic Gas Project, rated by many as a sure thing in the 1970s, was scuttled by the Berger Report and the subsequent National Energy Board decision.

But although the Mackenzie Valley pipeline project died on the drawing boards, pipelineers did manage to complete, despite tremendous cost escalation, a 1,500-kilometre oil pipeline from Alaska's North Slope to Valdez on Alaska's southeast coast.

The \$14-billion Alaska Highway Pipeline Project, which would transport Alaskan gas through the Yukon, northern B.C. and Alberta, appears to be the best bet for construction in the 1980s. Few people, outside the organization itself would call it a sure thing but its future, despite delays, is promising.

"The project has so much momentum, and the U.S. need for natural gas is so great, that the project will go ahead even if the U.S. government has to finance it," says one industry observer.

Financing appears to be the major hurdle for Foothills Pipe Lines (Yukon) Ltd., owned jointly by Alberta Gas Trunk Line Company Ltd. and Westcoast Transmission Company Ltd. and various U.S. partners, headed by Northwest Energy Company, of Salt Lake City, Utah.

The risks of putting \$14 billion into the high-risk situation of northern construction, complicated by thousands of kilometres of government red tape, is only part of the picture which makes potential investors shudder.

To be economically feasible, the project requires a market for the natural gas once it has travelled through



Plenty of pipeline construction plans for North

the expensive pipeline and arrived in major U.S. markets.

John G. McMillian, chairman of Northwest Natural Gas Transportation Company and Northwest Energy Company, says the Prudhoe Bay gas would sell for \$6.50 per thousand cubic feet (mcf) if the company can hold to its present 1984-85 completion date.

Mr. McMillian says his organization is convinced that when the gas becomes available it will be competitive with other imported forms of energy. Even so, the project cost of this Alaskan gas is almost twice the \$3.62 per mcf price recently contracted between Mexico and the U.S. in a deal which shocked many industry observers.

The Foothills people are also spearheading two other northern pipeline projects.

One of these, Foothills Oil Pipe Line Ltd., calls for a \$1.8 billion oil pipeline from Fairbanks, Alaska to Edmonton. This pipeline would transport Alaskan crude oil, through the Interprovincial Pipe Line system, to markets in the U.S. Midwest.

The concept has received strong support from the Canadian government because, as an all-land route, it avoids the risk of oil spills on the West Coast.

Foothills stepped aside at recent National Energy Board hearings on the Trans Mountain proposal in order to speed up a Canadian government decision on whether or not it wants a system which would involve tanker movement along the West Coast.

Foothills says it's ready to proceed with its all-land system if Ottawa rejects the tanker alternative.

The other alternatives for distributing Alaskan crude oil to the U.S. Midwest involve tanker movements into

the Lower B.C. Mainland-Washington area.

One of the alternatives, proposed by TransMountain Pipe Line Co. Ltd., would use its existing under-utilized system to transport Alaskan oil from the Vancouver area to the Interprovincial system at Edmonton.

Northern Tier, which proposes a new, all-American pipeline from Washington state to Minnesota, has been recommended as the superior route by the U.S. Secretary of the Interior in a report to President Jimmy Carter. President Carter is to select a route by the end of this year.

Foothills Pipe Lines (Yukon) Ltd. has also filed with the National Energy Board to build a \$2.5 billion pipeline system, following the route of the Dempster Highway through the Yukon.

This pipeline would carry natural gas from the Mackenzie Delta some 1,200 kilometres to the Alaska Highway Gas Pipeline, near Whitehorse.

This scheme, which is dependent upon the construction of the Alaska Highway project, would make gas reserves in the Mackenzie Delta available to Canadian markets. The pipeline, which has received sharp criticism from environmentalists, is proposed for a construction start in 1985, with the first gas to flow in 1987.

The Mackenzie Delta-Beaufort Sea gas reserves are also being eyed by Polar Gas Ltd., which applied in late 1977 to construct a \$6.1 billion pipeline system from the Arctic Islands. This project, which still awaits development of adequate gas reserves in the Arctic Islands, initiated studies this summer into the feasibility of constructing a lateral to the Mackenzie Delta.

discoveries in the Beaufort Sea may see schemes to build both natural gas and oil pipelines along the Mackenzie Valley dusted off.

Certainly, Dome Petroleum Limited, which heads the \$200-million-a-year Beaufort Sea exploration project, speculates that Beaufort Sea-Mackenzie Delta gas reserves could justify a gas pipeline. They see icebreaking tankers being used to bring the first oil from the Beaufort, but suggest reserves here could be large enough to eventually justify a Mackenzie Valley oil pipeline.

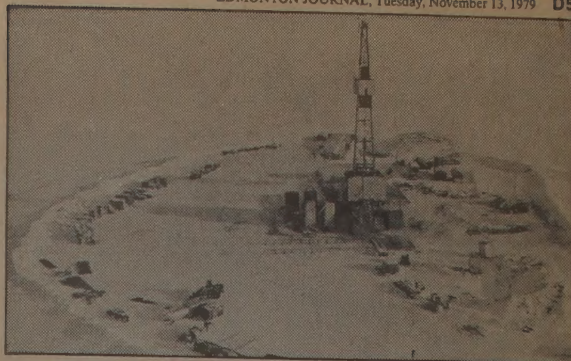
Meanwhile, Esso Resources Canada Ltd., which is the sole remaining exploration company active in the Mackenzie Delta, intends to seek authority early in 1980, to build a pipeline from Norman Wells to northern Alberta.

The \$300 million Esso scheme would involve conventional oil pipeline construction techniques to build a 12-inch diameter pipeline 970 kilometres to existing pipeline systems in northern Alberta.

Esso proposes to expand production at Norman Wells, which has been producing since the 1920s, by 22,000 barrels daily and ship this oil to southern markets through the new pipeline system. Esso estimates this project would take two years to build.

The Polar Gas scheme, at least in one mode, would involve construction of a Y-shaped pipeline from the Arctic and the Mackenzie Delta, along the west side of Hudson's Bay, to link with the major gas transmission systems through northern Ontario.

Recent natural gas and oil



Mackenzie Delta exploration continues



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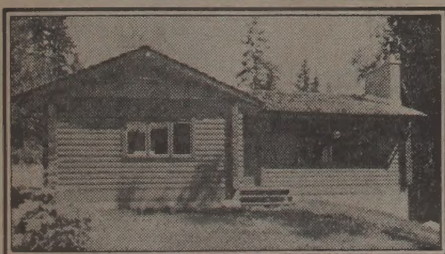
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Bright side seen in pipeline delay

Northern Pipeline Agency administrator Harold Millican says the 22-month delay expected in construction of the \$15-billion Alaska Highway Gas Pipeline is not necessarily a bad thing for Canada.

He says the extra time will ensure that Canada is well-prepared for the massive project. The delay also gives a breathing space in which land claims with northern natives can be made.

"The one thing I'd like to see more than anything else is settlement of the native claims," he says. "And it's obvious to me that the new government is assigning a high priority to this item."

He says that although the pipeline could legally be built without native claims settlements, such settlements would allow construction to continue without any political incidents to throw it off schedule.

"The extra time has given us time to gain credibility and confidence of the native organizations in the North. I believe there has been a real breakthrough with the Council of Yukon Indians."

But aside from affording extra time for the government to do its work in this area, the "delay has offered us an opportunity to plan better and to recruit senior and mid-management better. It's given us a chance to build a more solid and cohesive team so we're not going to be scrambling at the 11th hour."

He says he believes federal United States approval of the American portion of the 7,700-kilometre line will be given very early in 1980.

Once that approval is obtained, the southwest leg of the Canadian portion of the line could be



Harold Millican

under construction in the fall of 1980, with work moving to the northern section in 1982.

The line will run from Prudhoe Bay in Alaska through the Yukon, British Columbia and Alberta before splitting into two sections. One will serve the far western U.S. market while the other section will exit through Saskatchewan to serve the Midwest. About 3,200 kilometres of the line will be in Canada.

"We can attain the November, 1984, schedule for completion," he says.

The Northern Pipeline Agency was created in

1978 to oversee the planning and construction of the Canadian portion of the pipeline, particularly ensuring that Canadian companies are able to compete for contracts to supply labor and material for the line.

Mr. Millican says he is confident the federal government will approve the Canadian "pre-built" section of the line despite the recent announcement that energy self-sufficiency by 1990 is a new national goal.

The fact that massive amounts of Canadian labor and expertise will be tied up in building a pipeline ultimately to benefit the United States "does beg the question of what's in our national interest."

But, he says, there is an agreement between Canada and the United States on this issue, and national credibility would be harmed if the deal fell through now.

Besides, in order for Canada to be self-sufficient in energy, a means of transporting oil and gas from the western and northern sites to Eastern Canadian markets must be found, and that might entail diverting a Canadian pipeline through the U.S. Canadian co-operation in building the Alaska Highway gas pipeline to the U.S. may be helpful in such negotiations, he says.

In addition, the design will also accommodate additional gas from the Canadian Mackenzie Delta which may be delivered in future to Canadian markets.

The Canadian cost of the project has risen from the initial estimate of \$4.7 billion to \$5.8 billion, reflecting inflation and a change to 140-centimetre (56-inch) diameter pipe, he says.

Council stand important

YELLOWKNIFE, N.W.T.

— Hay River Mayor Don Stewart thinks anyone interested in northern development should have turned their attention to the territorial capital earlier this month.

That's when the newly elected N.W.T. legislative council assembled for the first time.

Mr. Stewart, who cancelled plans to attend the Edmonton conference on northern development, says

the council's attitude towards development in the Northwest Territories could be crucial.

In the past, the assembly has been pro-development, but with a native majority, that could change.



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Ties to city termed vital

Improved transportation lines with northern Canada are vital if Edmonton is to retain its premier position in northern development during the 1980s.

Jack Chesney, general manager of the Edmonton Chamber of Commerce, says the chamber intends to keep putting its weight behind efforts to improve links with northern Canada.

Of vital importance to Edmonton's role in future development, he says, is the need to improve road and air transportation links with the North.

"There is an absolute necessity for a transportation corridor through Wood Buffalo National Park. We've struggled with federal ministers for 20 years on this question."

"We have to look after our transportation corridors to ensure the development of the north. Critical decisions will have to be made. We will win a transportation corridor (through Wood Buffalo National Park). I don't know when but we will."

There is a natural transportation funnel, he suggests, running from northern Canada through northern Alberta to Edmonton.

"We have to make certain the funnel from the north to Edmonton flows freely."

The chamber has played an important role in calling for improvements at Edmonton International Airport as part of this same concern, he adds.

"Air service is a critical factor. We have to have the best air service in Canada to meet the demands of development," he says. "That's why we had the major fights for airport renovation. We achieved Phase One (the improved runways and new pre-clearance facilities), now we're entering Phase Two of the fight."

The chamber general manager says his organization will continue to battle for local control of the airport.

"Hopefully our support for local autonomy for the International Airport will come to fruition. It's very important for northern development that service be improved under local control."

As part of its over-all concern with transportation policies, the chamber will continue to work towards equalization of transportation rates between eastern and western Canada.

Edmonton merchants must offer the North good service if the city is to maintain its front-running position as service centre to the North, he suggests.

"We have to make damn certain Edmonton merchants serve the North. If they (northern customers) want something, such as a piece of heavy equipment, they want it right away... they don't want a long wait."

To keep Edmonton businessmen up to date on northern needs, the chamber co-sponsors the annual Northern Development Conference, various seminars and annual charter tours of the North.

"We take charters north annually to discuss with northern communities what Edmonton can do to help them. Initially the tours often were 'bitch' sessions but now we usually get down to serious discussions," Mr. Chesney says.

The chamber's northern development section, under Louis Grimble, will play an important part in the chamber's future northern programs, Mr. Chesney mentions.



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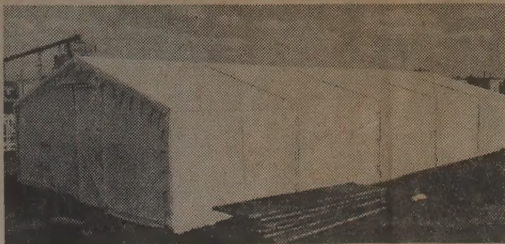
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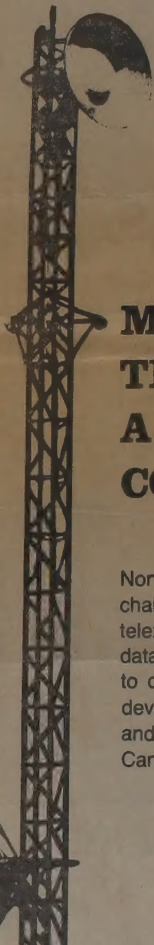
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Mining is still backbone of industry in the North

YELLOWKNIFE, N.W.T. — Petroleum exploration and pipeline construction are in conversations everywhere these days when the topic is northern development — but the backbone industry of the north, mining, has far from faded from the scene.

From the Yukon gold rush of the 1890s to the recent opening of the most modern mine in the Arctic world, Nanisivik on northern Baffin Island, mining has had a continuous and growing presence in the north.

Compared to the immediacy of oil and gas developments it's rather dull stuff, but the mining industry has been forging ahead at a steady pace in the territories.

In recent years the mining industry in Yukon and N.W.T. has annually increased expenditures on mineral exploration by \$30 to \$45 million.

Old-time prospectors using their instincts and the eyeball technique are still to be found roaming this vast wilderness, along with teams of highly-trained technicians

utilizing sophisticated geophysics.

More than 30,000 claims are staked and recorded each year, and in 1977 more than 100,000 claims were in good standing.

Three major mines are currently operating in the Yukon and seven are producing in the Northwest Territories, with a combined value of mineral production of over \$425 million annually.

The territorial mines produce all of Canada's tungsten, 44 per cent of its lead, 26 per cent of its zinc, 20 per cent of its silver, and 13 per cent of its gold.

And leading representatives in the industry say that mining in the North has just begun.

In a recent report of the Northern Mineral Advisory Committee chairman John Bruk, president of Cyprus Anvil Mining Corp., predicts that the 1980s will see his industry thrust to the front in the North.

"The North is a storehouse of those minerals, especially lead and zinc, which economies around the world will need in the 1980s... and it is our firm conviction that the mining industry can ultimately provide the economic basis for the social and political development of the two territories," he said.

But with the emergence of native organizations, land claims and increased concerns over social and environmental impacts, the mining industry (and the petroleum industry, too) has found operating in the North a more complex matter than it once was.

In the advisory committee's report to Northern Affairs Minister Jake Epp, Mr. Bruk urges the government to "provide a stable and certain economic and political framework so that the mining industry would then know exactly where it stands, what is expected of it and what the rules under which it is expected to operate are."

That is a request that could just have easily come from the petroleum industry, which is faced with the same problems.

Mr. Bruk goes on to add that "everyone should recognize that industry operates under certain disadvantages in the North. The remoteness, the vastness and the climatic conditions of the region create great difficulties in transportation, power supply, and in the availability and mobility of the work force."

In his recent tours of the Arctic, Mr. Epp has made it clear he's well aware of the problems facing the mining and petroleum industries here.

One thing he's promised is a major announcement in the near future concerning energy costs and supply in the

North.

He's also said land claims are a top priority, and he's earned criticism from native groups for stating that northern development must proceed while those negotiations are going on.

Ottawa's position regarding development and land claims has won strong support in Yukon, where a Conservative government is now in power.

Yukon government leader Chris Pearson has made it clear he wants to see much more mineral development in the territory and has promised to bring in incentives to encourage that development.

Mr. Pearson's government is also solidly behind proposals for oil and gas pipelines along the Alaska Highway.

With Yukoners facing provincehood soon the government there is determined to broaden its economic base.

In a recent interview Mr. Pearson left little doubt but that his government will do everything it can to encourage more development in the territory.

The industry's search has pushed through immense forests, up rugged mountain canyons and across vast stretches of tundra.

Ottawa holds key to power

The direction of Northern Canada Power Commission (NCPC) growth is dependent on Ottawa's attitude towards northern development.

"If the federal government is willing to encourage development it'll have to take steps to assure industry that electric power will be available," says Joe Long, general manager of the federal Crown corporation. "The availability of power is the key."

The commission is the principal producer of electricity in northern Canada and operates the main transmission networks in the Yukon and the Northwest Territories. At present, the NCPC operates seven hydroelectric dams in the Yukon and the Northwest Territories along with a number of diesel-powered plants.

Future growth in the Yukon will, at this stage in planning, be built around hydro development.

The commission received permission to conduct a \$3-million study of the potential for hydro development in the Yukon, Mr. Long says. The study was undertaken in response to the possible development of an Alaska Highway pipeline.

"If hydro is not possible, then the most economical approach would be to use natural gas off the pipeline to drive the compressors," he adds.

There has been suggestion of using coal-fired hydro stations in the Yukon, but "whether there is enough coal in the southern Yukon to supply a plant for a long enough period isn't known."

Mr. Long says the NCPC expects to be investigating hydro plant possibilities for "at least the next couple of years before we can arrive at a reasonably accurate cost of providing power to a major consumer like a pipeline."

A major consideration, he continues, is not merely the capital cost of building dams but the cost of reducing environmental damage in the Yukon.

The NCPC general manager says the commission feels unfairly attacked when described by various critics as a villain on the northern development scene.

"We don't create the need, we try to fill it. The commission is merely the mechanics of meeting the demand," Mr. Long says. "We're there just as a service agent."

Because of its position as a Crown corporation in a sensitive area, the NCPC tries to maintain a low public profile. But, Mr. Long adds, the commission has a responsibility to inform the general public of its activities.

An important part of the commission's mandate is the requirement that it be a self-sustaining Crown corporation, that is the users are expected to pay, over a period of time, the capital costs of the development of NCPC facilities.

Because of the great variety in costs of producing electricity in the North, the commission has its service area divided into two rate zones: the Northwest Territories and the Yukon.

"Each rate zone must pay its own way. However, rates within each zone are subsidized by other customers in the zone," he says.

Northern communities with very high production costs are subsidized by southern areas, such as Whitehorse and Yellowknife, which have dam-generated electricity rather than diesel-generated electricity.

The remote locations served by diesel power stations face far greater increases in the cost of production in the years ahead than do areas served by hydro dams, Mr. Long points out.

With the rapid increases in the cost of fossil fuel, diesel-generated electricity costs are expected to increase dramatically over the next five years while dam-produced electricity will remain relatively stable.



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Northern man doesn't live on work alone: Adair

Parks, recreational and community services are essential to maintaining productive labor forces in northern Alberta.

Al (Boomer) Adair, Alberta minister of tourism and small business, said facilities, such as parks, must be developed to go along with massive resource development projects.

At the moment, the only provincial park in the Athabasca oil sands area is at Gregoire Lake. In the western part of Alberta's north, the Grimshaw area park, Lac Cardinal, is the only one along the Alberta stretch of Mackenzie Highway.

"We have got to recognize the importance of leisure time to our job productivity," Mr. Adair said. If parks and other recreational facilities

are not available, people either do not stay or may develop drug or alcohol problems which reduce work efficiency.

Facilities are essential which will keep the businessman and his staff happy, and this, in turn, will help to keep his customers happy. "While 50 years ago we accepted the lack of facilities with a much greater degree of tolerance, we will not accept it today," he said. People, living in small northern Alberta communities, expect services equal to those of a larger centre.

These local considerations must be part of the development of the major resource project, Mr. Adair suggests.

He is also concerned that provisions be made to allow local people to participate in

construction and operation of resource plants.

The requirement of construction unions, that workers sign-up with the headquarters in Edmonton, can be a problem for those people living in the area of a project. Mr. Adair says he would like to see some flexibility in the union system, perhaps through the establishment of a branch office, to assist the employment of qualified, local people on a job site.

While the future of the North is bright because of petroleum resource projects, new development should not remain restricted to these areas, Mr. Adair said.

The agricultural sector, at least in northwestern Alberta, is already expanding rapidly, he said. In the order of

80,000 to 90,000 acres of farm land was opened up in the Fort Vermilion-La Crete-Buffalo Head Prairie region in a recent two-year period.

The northern Peace area is fast approaching the point of being as large an agricultural area as the lower Peace and the potential available agricultural land is high.

"There is some six to 10 million acres of land which could potentially be opened up," he said, noting this expansion would have to be done with a cautious regard to maintaining green areas.

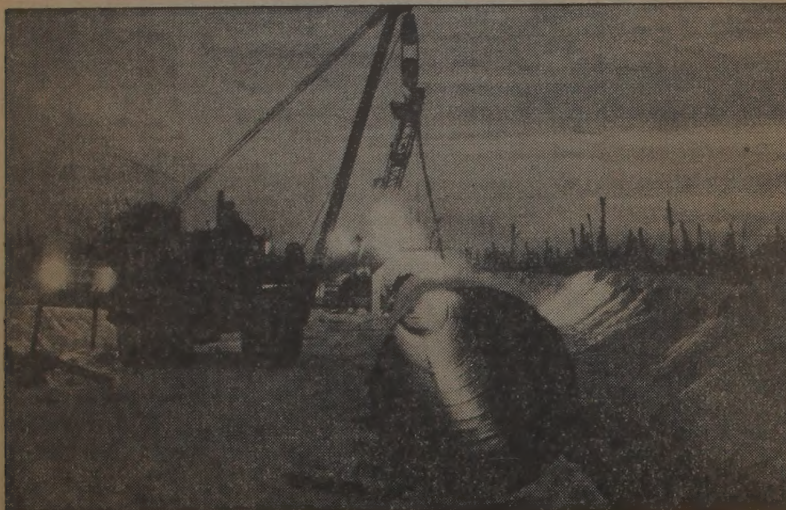
The tourist industry is becoming increasingly important to northern Alberta and its significance should increase with the completion of paving. Mr. Adair said the contracts have been let, and

with decent weather, pavement should be in place throughout the distance of the highway — thus giving this province the first major

highway link to the Northwest Territories. As tourism opportunities open up in the N.W.T., more traffic will flow through

northern Alberta, creating jobs in the service industry. Mr. Adair added that over the last five years, from a base of almost nothing, tourism

has become substantial in the area. He said tourism requests at Donnelly and Peace River have doubled in the last year.



Pipeline could be built in 1980s to bring Panarctic gas to market

Panarctic continues search for Arctic Islands natural gas

Panarctic Oils Ltd. plans to continue drilling on its Whitefish find where the company hopes to affirm reserves of between three trillion and 10 trillion cubic feet of natural gas.

Company president Charles Hetherington says drilling on the site, about 40 kilometres offshore between Melville and Loughheed Islands, was abandoned last season before the size of the reserve could be evaluated.

But since the ice upon which the company's drilling rig was built did not melt over the summer, an estimate on the potential of Whitefish should be made fairly early into the new season.

Current plans call for three offshore wells to be drilled, and though more are planned, company spokesmen say the final number has not yet been determined.

While one of the company's three rigs is plumbing the mysteries of Whitefish, the other two will be drilling on two sites off the southeast shores of King Christian and Ellef Ringnes Islands.

Mr. Hetherington says company reserves stand now at about 16 trillion cubic feet of gas, but by the end of the 1981 drilling season, it is hoped reserves will reach 30 trillion cubic feet.

The National Energy Board said in its February, 1979 report that there are

about 9.2 trillion cubic feet of gas in the Arctic Islands.

Although the 1979-80 drilling season is expected to cost about \$60 million, the company is in good financial shape, he reports.

"We don't have to refinance this season because we cut back on expenditures and took in new partners."

On the strength of the Whitefish discoveries, the company's board has authorized purchase of another rig, to be delivered in November, 1980, to add to the three already in use.

He says the company will continue for the next few years to use four drilling rigs in exploration activity.

When time comes for marketing of the polar gas, he says, Panarctic will need to invest in additional rigs to drill development wells.

But those rigs will not be needed for three or four years, until a plan for getting the gas out of the Arctic is finalized.

There are two plans currently for marketing polar gas: The Polar Gas Limited project, in which \$70 million is being spent on technology and environmental studies, and the Alberta Gas Trunk Line-Petro-Canada Arctic Pilot Project to move liquefied natural gas out by ice-breaking tankers.

Applications for both projects are now being considered by regulatory authorities, he says.

The Polar Gas Project is estimated to be completed in 1989, slotted in behind the Alaska Highway Gas Pipeline Project, which will make huge demands on the Canadian labor force.

Mr. Hetherington says it will take five to six years for Panarctic to drill enough wells to satisfy Polar Gas pipeline requirements, and that drilling must start within three or four years.

Although Petro-Canada is the largest minority shareholder of Panarctic stock, at 45 per cent, Mr. Hetherington says the federal government plans to privatize part of the operation should have no effect on Panarctic.

He says the federal plan calls for 30 per cent of the

Petro-Canada owned stock to be held by a government agency and 15 per cent by the company to be privatized.

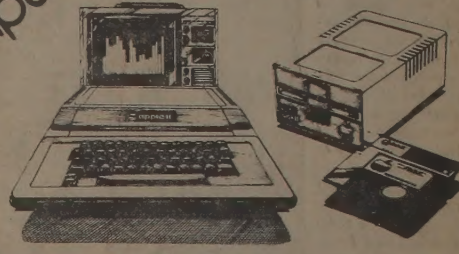
Panarctic Oils was formed in 1968 and is owned by 29 companies, most of them Canadian. So far it has spent about \$500 million exploring for gas in the Arctic Islands.

Since ice movement in its exploration territory is minimal, Panarctic has been able to pioneer ice platform drilling techniques in which drilling rigs are assembled on an ice bed, thickened by flooding, to support the weight. The company is able to drill from ice platform stations from December through June, when the rigs are removed from the ice for the summer thaw.



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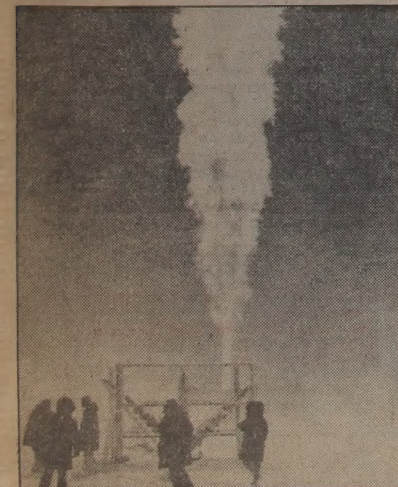


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Long wait eventually pays handsomely for Dome

Every summer for the past four years the attention of investors has been drawn to the brown-grey waters of the Beaufort Sea.

This summer, all the anxious waiting paid off when Dome Petroleum Limited announced a major oil discovery had been made at its Kopanoar M-13 location.

The well, drilled by Dome's wholly-owned subsidiary Canadian Arctic Marine Drilling Ltd., encountered an oil productive interval of 200 feet and company consultants estimated the well would be capable of sustained production rates of 12,000 barrels daily.

The wildcard, if such production rates are achieved, would be the best discovery ever made in Canada. Ironically, at about the same time as Dome was testing Kopanoar M-13, Chevron Standard was drilling the very promising Hibernia well in the Grand Banks area off Newfoundland.

There has been a great deal of speculation that Hibernia may even be bigger than Kopanoar.

For perhaps the first time in the 12-year history of Arctic exploration, someone dared to use the term "commercial" in connection with a discovery in that remote region. Dome described Kopanoar's tests "to be of important commercial significance" but added that several step-out wells would be needed to confirm the real extent of the reservoir.

Drill stem tests on upper zones encountered by Kopanoar later proved to be disappointing but Dome and its partners moved quickly to follow-up the discovery.

The drilling vessel which tested Kopanoar was moved 60 kilometres northeast to start drilling at Kenalook 5-94. Canmar then announced it would bring in another drilling vessel to drill a step-out well about five kilometres northwest of the Kopanoar discovery.

The short drilling season in the Beaufort Sea, however, precluded the stepout well from being taken to the 11,500 foot-deep oil productive zone this year.

Dome plans to complete this step-out well and drill other follow-up wells in subsequent seasons. The success of these wells will ultimately determine the future pace of exploration activity and how quickly oil is shipped from the Arctic to southern markets.

Gordon Harrison, president of Canmar, says current



Men at work on drillship

planning is geared towards assessing reserves adequately enough to determine if commercial production from the Beaufort is feasible by 1985.

This past season was Dome's biggest exploration effort in the Beaufort. A fourth drilling ship was

added to the Canmar fleet in August and about \$200 million was spent by Dome and its partners.

However, the program has only tested a few of the 45 highly-promising structures in the Beaufort Sea and Dome officials indicate the

exploration effort will continue at a high pace for several more years.

More major discoveries could even the pace up substantially.

Moreover, Canmar is looking at more equipment to lengthen the productive drilling season.

This summer the Kigoriak, a 16,800 horsepower icebreaker with a Class IV rating, was added to the Canmar fleet. The company is seriously considering construction of a \$75 million drilling barge, reinforced to operate in ice-conditions to make year-round drilling in the Beaufort possible.

The Kopanoar discovery, which involved Gulf Canada, Hunt Oil, Columbia Gas and Dome, is the first major oil find for the Canmar ships.

"Every one of the four wells tested so far in the Beaufort Sea has encountered significant gas reserves and the offshore Arctic Islands regions offers the prospect of equal potential," William E. Richards, Dome president, told the Ontario Natural Gas Association in September.

Mr. Richards added that the estimated potential gas in the Canadian Arctic, including the Beaufort, is approximately 600 trillion cubic feet — about 10 times Canada's known proven reserves.

"It is entirely feasible to predict production by 1990 from the Mackenzie Delta-Beaufort Sea at two billion cubic feet of gas per day, from the Arctic Islands of

one billion cubic feet per day and from Western Canada, about an additional one billion cubic feet of gas per day," he said.

The investment required to achieve this production has been estimated at \$84 billion, and would generate 500,000 man years of employment, Mr. Richards added.

The natural gas will likely be taken out of the Beaufort

by pipeline along the Mackenzie Valley, although Dome suggests liquefied natural gas (LNG) tankers could be used. Petro-Canada is experimenting with this concept for the Arctic Islands gas.

The oil production would lend itself to transport by ice-breaker tankers. Dome officials talk of initiating commercial production and transporting it by tanker at rates of perhaps 50,000 to 100,000 barrels daily.

The Kopanoar discovery, with a capacity of 12,000 barrels per day, suggests that Dome may already be one-fifth the way to establishing the minimum production volumes required to make the system work.

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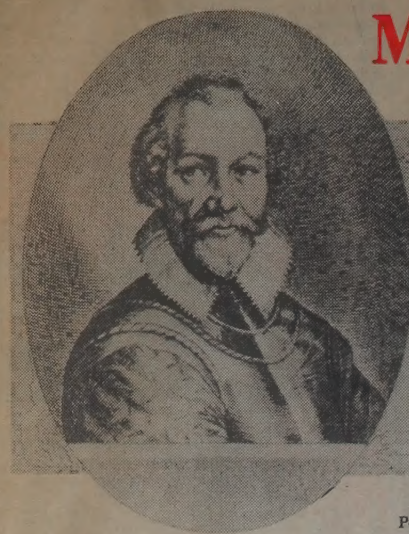


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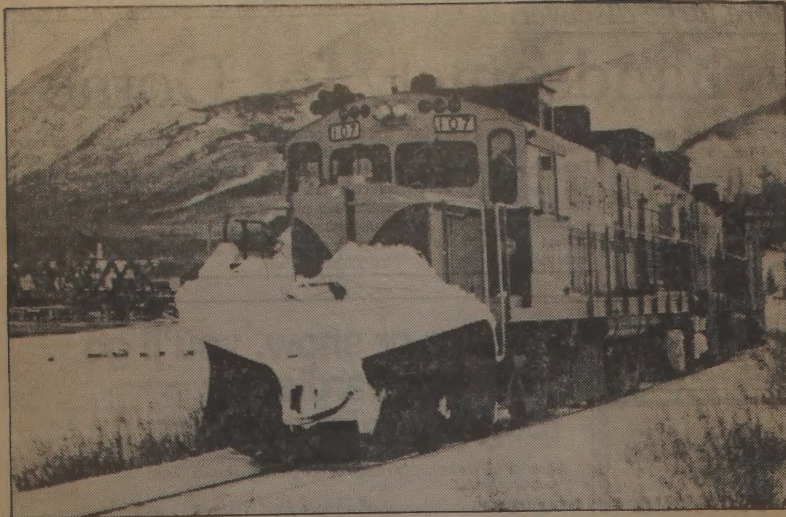
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Oh, by the way, if you bump into Martin, give him our sympathy



Narrow gauge railway hauls goods into and out of Yukon

White Pass and Yukon Corp. still hopeful aid is on way

The little White Pass and Yukon Corp. Ltd. railway engine is huffing and chuffing to reach the hilltop.

Will Ottawa give it a helpful nudge up its narrow gauge tracks in the form of a badly-needed financial subsidy?

"They've said no," laments John Fraser, White Pass and Yukon president. But he quickly adds that doesn't mean he's going to stop asking them.

Northern Affairs Minister Jake Epp has asked the Canadian transport commission to look into possible subsidies for the railway.

Mr. Fraser is hopeful aid may not be as elusive as it has been in the past.

The White Pass and Yukon Corp. is an integrated railway, trucking, marine transportation and oil pipelining firm that moves just about everything into and out of the Yukon territory.

However, the narrow gauge, 177-kilometre railway from Skagway to Whitehorse is losing more than \$2 million annually — while the other operations of the company are recording profits — dragging the entire group down.

About 16 months ago, the railway lost 18 per cent of its annual gross revenue when Cassiar Asbestos Corp., a major customer for more than 20 years, shut down its Clinton Creek, Yukon mine and started shipping output from its Cassiar, B.C. mine by truck to ships at Stewart, B.C.

Reeling from the blow, White Pass and Yukon trimmed financial flab "as hard and as fast as we could," says Mr. Fraser.

Nine head office executives were let go. Sixty people in the ocean division were laid off and two container ships were converted to barges. Executive offices were moved from Vancouver into less-plush Whitehorse facilities.

"We cut millions of dollars in costs — more than \$2 million in administration alone," he says. "And were still taking tremendous swipes at costs."

As well, the railway increased northbound rates. But 75 per cent of its total tonnage is carried at contract-fixed rates for Cyprus Anvil Ltd.'s mine in Faro, 200 kilometres northeast of Whitehorse.

"The answer to our problem lies with the federal government or Cyprus Anvil," says Mr. Fraser.

Although Cyprus Anvil "is under no legal obligation to do so," it could let the railway increase its rates. That wouldn't hurt Cyprus Anvil, a company expected to make

\$50 million this year after taxes, he says.

"The government keeps telling me what an essential link this railway is to the Yukon. They have a responsibility to keep it in place."

Competition from truck transportation is hurting the railway. New or improved roads from Stewart, B.C., to Cassiar, B.C., and the Skagway-Whitehorse road are stealing business away.

Gross weight limits for trucks using the Alaska Highway have been effectively doubled this past summer, he adds.

White Pass and Yukon also carried 20,000 fewer passengers this year on its scenic Whitehorse-Skagway run.

The White Pass and Yukon is a "romantic, historical railway," that really is "no longer commercially viable," Mr. Fraser says.

There was hope that Cyprus Anvil was going to expand its Faro operations after buying new properties last year, but the company is planning on operating its mine at current production rates for a longer period instead.

With the construction start for the Alaska Highway gas pipeline delayed further daily, the Yukon "is in a depressed state," both economically and emotionally, he says.

Real estate prices, which rose in anticipation of the pipeline project, are softening, construction is slow and unemployment is high.

"They need something major. About the only one doing well is Cyprus Anvil, and that's because of metal prices," he said.

And although there's been a lot of talk, further mineral development isn't getting off the ground.

Formal gov't commitment to mining said important

"The government of Canada will foster, promote and encourage prospecting, exploration and mining in the Yukon and Northwest Territories."

The above statement is contained within the first of eight principles of the Northern Mineral Advisory Committee, an industry-government organization established in the fall of 1978.

The statement is extremely significant because it represents a formal commitment by government to mining development and a recognition of the importance of this activity, says Harold Page, managing director of the Alberta Chamber of Resources.

The first principle of the advisory committee report, which was presented to Hugh Faulkner, minister of Indian affairs and northern development in the former Liberal administration, stressed that non-renewable resources have a major role in the economic and social development of the North.

It added that such development "must proceed with full recognition of the legitimate interests of Northern people and protection of the environment."

Mr. Faulkner, in his response to the committee, said he accepted the principle that the government of Canada should encourage economic development in Northern Canada. "For the advantage of people who live there and for Canadians generally, and that non-renewable resources are essential in such development."

"It follows, therefore, that the government will promote prospecting, exploration, mining and mineral processing in Northern Canada, within realistic economic constraints, and mindful of our responsibilities to other interests of Northern people and to the protection of the Northern environment," the minister said in a letter, dated April 18, 1979 and included in the first report of the Northern Mineral Advisory Committee.

The committee, which is

seen as a major advance in solving industry-government problems in the North, was established by industry to provide sound information which government can use in making development decisions.

The committee includes representatives from the Yukon Territorial government, the Mining Association of Canada, the B.C. and Yukon Chamber of Mines, the federal department of Indian affairs and northern development, the Yukon Chamber of Mines, the Northwest Territories Chamber of Mines, the federal department of energy, mines and resources, the government of the Northwest Territories, and the Alberta Chamber of Resources.

The Alberta chamber is represented by Dr. C.M. Trigg of Edmonton, past-president of the chamber and a geological consultant, or by Dr. Ben Baldwin, with Shell Canada Resources Ltd., of Calgary.

The second principle of the report calls on the federal government to establish means for continued consultation with the mineral industry before and during the development of legislation and regulations related to northern mineral development.

The third principle says that mineral rights should

remain with the Crown and that the committee does not agree that mineral rights be a part of land claim settlements has been proposed by the Committee for Original People's Entitlement (COPE) for the Mackenzie Delta region.

The fourth principle urges that access to mineral rights be maintained, regardless of the disposition of surface rights. "On all lands where development is not prohibited, access should be assured for prospecting, staking, exploring and developing mineral resources," the principle adds.

Mr. Page said the third and fourth principles are most important in assuring that the mineral wealth of the North is available to benefit all Canadians.

He added that the technology of exploration is continually changing so that discoveries may be made five years from today in areas which currently appear to have no commercial mining significance. Mr. Page says access for exploration must be maintained or vast resources in the Canadian North may never be discovered, much less developed.

The fifth principle of the committee urges that land use policy should endeavor to achieve and maintain a balance between economic development and environmental protection.

The sixth principle addresses incentives for northern mining and stresses that administrative and fiscal terms and conditions be established by the Crown to provide "individuals and corporations incentives which are commensurate with the difficulties and risks of finding, exploring, developing and operating mines in Canada's North."

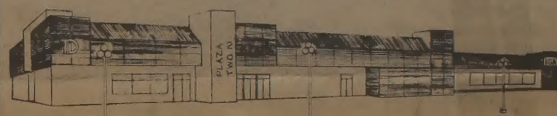
The seventh principle says northern residents will be encouraged by both government and industry to participate in Northern Canada's mining industry.

The eighth and final principle says that the government will assist in developing efficient and economic modes of transport and other forms of infrastructure in the North.

The report adds that one of the roles of government is to supply infrastructure, particularly in the North, where there are vast areas with inadequate roads, railroads or electrical power.

"Without this infrastructure, mineral production in many cases cannot be achieved, and it has also been a matter of experience that government-provided infrastructure for the mining industry has been financially sound, providing a wide range of side benefits as has been well demonstrated by the Great Slave Lake railway," the report said.

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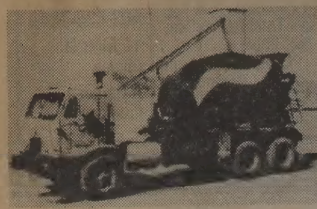
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Barge firm has 'obligation' to North

If Crown corporation Northern Transportation Co. Ltd. (NTCL) is sold to the private sector, Ottawa must ensure its new owners fulfil their "obligation" to northerners, says company president Lionel Montpetit.

NTCL operates a barge transportation service on the Mackenzie River, hauling vital goods to communities north of the 60th parallel.

Mr. Montpetit maintains that if NTCL is made a private corporation, as the new federal government plans, the new company must not be able to discontinue service to non-profitable destinations.

There are no technical barriers to selling NTCL to the private sector, he said. But northern residents mustn't be deprived of an essential service.

The company is just about to edge back into the black after a net loss of \$341,294 in 1978, caused by a dramatic decline in Mackenzie River traffic which followed the death of plans for the Mackenzie Valley pipeline.

"We've done a bit better this year," says Mr. Montpetit.

The Mackenzie shipping season has just ended and NTCL carried about the same amount of tonnage as it did in 1978 on the river: more than 300,000 tonnes.

Less cargo is leaving the North now for southern destinations, a sign that the wholesale withdrawal of resource exploration companies that has marked the lull in Mackenzie Valley development is ending.

"We're essentially on the upswing curve again," he says. "The trauma is over."

The encouraging oil discovery made by Dome Petroleum Ltd. in the Beaufort Sea recently may accelerate development in the North. Mr. Montpetit says. "The mother lodes will be found and the future will be assured," he adds.

"We are postured to fit in with growth."

Residents of the Beaufort Sea coast, in communities such as Inuvik, will benefit from Northern growth first, as petroleum exploration in the Beaufort will probably expand quickly, he says.

However, it will take the building of a pipeline or other inland developments to revive communities along the Mackenzie River system, he contends.

Now that the Dempster Highway to Inuvik is complete, the effect it has on NTCL traffic can't be judged until the highway's performance is measured.

Mr. Montpetit contends trucking on the highway won't be competitive with barging and will only be used for shipping high-priced commodities.

The only advantage trucking might have is seasonal, when the river freezes up, but maintenance of the road in winter might be another problem.

Edmonton bills itself as Gateway to the North, but challenges to that boast may be coming from other areas — Saskatchewan, for example, Mr. Montpetit said.

The northward expansion

of that province's road system to service the Uranium City area in answer to uranium development has some "long-term implications" for movement of cargo to and from the North, he added.

NTCL is the biggest operator on the river. Two other companies, Arctic Transportation Ltd. and Lindberg Transportation Ltd., which is operated by Arcnav Marine Ltd. of Calgary, also operate in the Arctic, but with restrictions that don't

let them carry general cargo — just petroleum products.

The restrictions were enforced last year to ensure all three companies got a proportionate slice of business in the North.

Arctic Transportation did "as well as can be expected" in the Arctic this year, says John Mattson, Arctic general manager.

Supporting Dome Petroleum and Imperial Oil petroleum exploration in the Beaufort Sea has kept the

firm's eight pieces of equipment busy this season.

But Arctic had to shut down its shore operations at Hay River and Inuvik, because of a lack of traffic along the Mackenzie River system, he says.

Lindberg has cut back its involvement in the North in the past year and is operating only one tug and four barges in the North, says Chuck Newman, vice-president of parent company Arcnav.



Special cars for concentrates from Pine Point, N.W.T. mine

Current lull in North reflected on railway line

The lull in northern development is reflected in the static state of affairs on the Great Slave Lake branch of Canadian National Railways.

The only railway line in the Northwest Territories runs from Roma Junction in northwestern Alberta to Hay River, N.W.T., a distance of more than 600 kilometres.

"Further expansion of the line is dependent upon Northwest Territories growth, especially in the Mackenzie Valley," says Roy Richford, a senior development officer with CN Rail.

The railway was originally built to bring lead-zinc deposits at Pine Point, N.W.T., to market but developed into an important link, used in tandem with barges, between Edmonton and the Mackenzie Valley Arctic coast region of the territory.

Southward, the line carried 8,384 carloads of concentrates from Pine Point, as well as agricultural products and forest products from northern Alberta in 1978.

Northward, the line hauled 5,021 carloads of fuel, building materials, steel and pipe for construction last year.

Traffic is down as much as 1,000 cars a year either way over several years ago.

Mr. Richford says the rail-barge combination of shipping will remain cost-competitive with trucking and

even shipping along the Pacific Coast to the Arctic.

U.S.-based petroleum company Arco, for example, has relied on the Great Slave line-barge route in the last decade to move drilling pipe to the Prudhoe Bay oil fields in Alaska, he said, rather than shipping by sea from Seattle.

The company did so because the sea route has a short season (goods must be ready and shipped from Seattle by the end of June).

Imperial Oil Ltd.'s expansion plans for its Norman Wells, N.W.T. oil field are one bright spot in the line's future, Mr. Richford says.

Edmonton suppliers have a traditional hold on supplying the northern market that can't be threatened by other centres, he adds.

Meantime, further devel-

opment in Northern Alberta bodes well for Edmonton-based Northern Alberta Railways (NAR), says NAR general manager Jim Pitts.

"The country has to come to grips with its problems. It needs the resources up there." Railway is the cheapest way to ship bulk commodities to market, he adds.

Traffic is up 18 per cent so far this year over last on the NAR system serving northern Alberta and northeastern B.C.

The railway serves as a bridge between the Great Slave Lake railway line and the transcontinental railway networks.

The \$5-billion Alsands plant proposal means NAR could garner a wealth of business hauling large components to the construction site, he adds.

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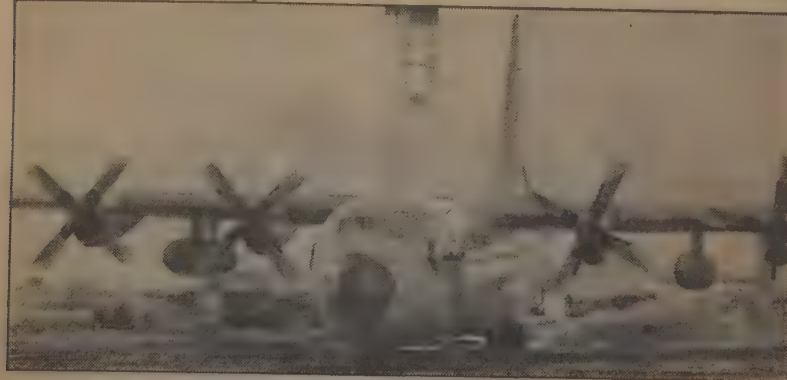
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CALGARY POWER





PWA Hercules delivers load of supplies to North

Slim pickings for airlines

A calm pervades on the Arctic aviation scene and the slowdown has even caused one long-standing northern carrier to call it quits.

Wardair Canada Ltd. announced recently it is closing its Yellowknife, N.W.T. base of operations and selling more than \$14 million worth of assets.

Edmonton-based Wardair is ending a 33-year presence in the North because business is just too slow.

Activity has dwindled in the North, with plans for the Alaska Highway gas pipeline stalled and the death of the Mackenzie Valley pipeline plan. Mining activity is low and the search for petroleum is limited.

The larger companies with big fleets of aircraft and high overheads are suffering the most, while small, independent operators are able to roll with the punches and scare up business.

Turning his back on the North was a decision that saddened company president Max Ward, who first worked as a bush pilot in the North 33 years ago.

Brighter prospects greet other carriers, such as Pacific Western Airlines (PWA).

"The North bottomed out last spring," says Ken Gray, vice president, central region, Pacific Western Airlines (PWA).

Both cargo and passenger operations in the North for the Alberta government-owned carrier are on the upswing in some spots, he says, although the outlook for most of the Northwest Territories is not as bright.

The recently-completed Dempster Highway to Inuvik will probably complement air service and not steal PWA traffic, he added.

Tourism to the middle reaches of the Mackenzie River valley has been strong this past summer and PWA wants to increase it 30 per cent next year.

In the more southern reaches of what is known as the North, PWA service is to be stepped up. The number of flights to Peace River is to be doubled next summer and service to Fort McMurray will be expanded next year. Hopefully by the fall of 1980 or early 1981, a gravel strip will be available near the proposed \$5 billion Al sands oil sands plant north of Fort McMurray.

PWA's fleet of three Hercules cargo aircraft are coping with a slow business period in the Arctic by trying to drum up more domestic work. They continue to work for Panarctic Oils Ltd. in the Arctic Islands, the territorial and federal governments and support the Distant Early Warning (DEW) line.

CP Air, no stranger to the northern scene, is also seeing a boom in its northern Alberta and B.C. service.

CP Air serves Whitehorse, Grande Prairie, Fort St. John, B.C. and Fort Nelson, B.C.

Service from Edmonton to Grande Prairie is to double this winter, for example. The airline is also considering use

of a combination freight-passenger aircraft on its service to Whitehorse to better serve cargo demands.

New cargo facilities are planned this fall at Grande Prairie and Whitehorse and at Fort St. John next spring.

CP Air would like to expand northern service by consolidating its five domestic licences which don't permit it to fly aircraft from region to region, says a company spokesman.

It's been almost two years since the company applied to Ottawa to clear up this problem, which limits its flexibility.

More drilling activity by Dome Petroleum in the Beaufort Sea has prompted PWA to increase its cargo flight frequency to the Mackenzie Delta and Imperial Oil's Norman Wells oil field.

"There's not that many bright spots" in the northern aviation scene, admits Bob Engle, president of Yellowknife-based Northwest Territorial Airways Ltd.

"It's a strain to keep the services we now have available.

"Escalating costs mean we have to utilize our equipment to the fullest," he said.

Dempster threat debatable

The only road in North America to cross the Arctic Circle is envisioned by some to be a threat to Edmonton's traditional role as Gateway to the North.

The 721-kilometre Dempster Highway, which runs from near Dawson City to Inuvik in the High Arctic, was officially opened Aug. 18.

While some say it may be too early to judge, a Yukon report predicts the just-finished road completes a corridor from Vancouver to the Mackenzie Delta, which will lure thousands of tons of freight away from the truck-barge and truck-rail modes from Edmonton up the Mackenzie River system to Inuvik.

Building supplies, perishable goods and other commodities will move in increasing amounts from Vancouver rather than Edmonton to the North

due to savings in using the new all-road route, the report says.

And if the highway is kept open during the winter, the shift to road transport on the Dempster will accelerate, says the study prepared by Quadra Economic Consultants Ltd. and Trimac Consultants Services Ltd.

Companies affected by the new road, however, say its full impact can't be accurately measured yet.

Lionel Montpetit, president of federal crown corporation Northern Transportation Ltd., which operates barges on the Mackenzie River, maintains that trucking won't be competitive with barging to the North for most commodities, especially large bulk shipments such as construction materials and petroleum products.

Trucking may have an edge for

small shipments and perishable commodities, he admits, but "any advantage it might have might be seasonal."

Rail-barge shipping up the Mackenzie Valley has the edge, despite its seasonal limitations, concurs Roy Richford, senior development officer, CN Rail.

"That's especially true with bulk and high-volume shipments."

Truckers, however, hope to win as much business as they can away from the barge traffic, especially the small lot shipments.

Maintenance of the gravelled road during the winter may pose problems, however, depending totally on government commitments to keep the road open during the severe Northern winter.

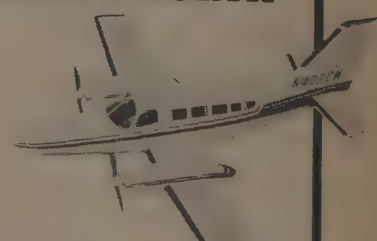
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In Stephenville, Newfoundland, lunches will be packed again and Thermos bottles filled when around 650 people start back to work in a rebuilt paper mill and in woodlands operations.

In British Columbia, plant expansion in Powell River will create 700 construction jobs and 100 new, permanent jobs in the mill when construction is over.

Across Canada, forest products companies have announced plans to invest in modernizing mills, increasing manufacturing capacity, introducing new processes and harvesting equipment. This new investment adds up to billions of dollars over the next several years.

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Umingmak left mark on North

OTTAWA — He is the stuff of which legends and Hollywood movies are made. A high school drop-out, a sometime sailor, ex-union organizer — Stu Hodgson has been them all.

Commissioner of the Northwest Territories for 12 years, Hodgson, the man admirers call 'Emperor of the North,' the Inuit call Umingmak or 'Big One,' and detractors call 'Stu the First' or what they say was his benevolent dictatorship during his years of stewardship, was recently named Canadian co-chairman of the International Joint Commission.

The commission (IJC) was set up in 1909 to deal with boundary and transboundary water problems between Canada and the United States.

It's a job that requires tact and diplomacy, but also toughness and guts.

Hodgson, who some say was bullied his way to success in everything he has ever attempted, has a lot of all those attributes.

His fans range from individual Inuit families in the rugged North, to former prime minister Pierre Trudeau in the cosy confines of the national capital.

As commissioner of the Northwest Territories, he ended to act first and answer questions later. At six feet, three inches and with 236 pounds strapped around his frame, together with a quick mind and a lot of intellectual depth, it was a brave man indeed who felt like asking those questions.

Hodgson has a free-wheeling, unorthodox and unpredictable style of attacking problems — or, as he likes to put it, meeting challenges — and once given a task the main thing in his mind is meeting it rather than explaining how he intends to meet it.

Umingmak doesn't believe in pussyfooting around.

Before Hodgson was appointed commissioner, every commissioner before him had administered the North from a comfortable office in downtown Ottawa. It was almost a diplomatic-style of existence with more style than substance.

Hodgson wanted more substance than style.

So, the first real move he did after his appointment was to move the commissioner's operations from Ottawa to the kitchen of an old schoolhouse in Yellowknife.

"I'd only just started the job in Ottawa when I realized that you simply



Stu Hodgson bids farewell to northern well-wishers

can't walk into your office there — 2,000 miles from where the action is — take off your southern coat, put on your northern coat, do a day's work, and then put on your southern coat again," he explained.

He also realized that if he waited for the things he needed to set up office in Yellowknife, the operation would never get around to moving out of Ottawa.

So, together with someone's pet skunk, he just moved it all overnight to that schoolhouse kitchen.

His rationale for the move:

"When the people of the North got cold. I got cold. When their basements were flooded. My basement got flooded. I knew how they felt, and I knew how they handled their problems. It was how I felt, and how I handled my problems. You couldn't experience that sitting in Ottawa."

Hodgson's main task while commissioner was introducing participatory democracy to the North and its scattered communities, bringing an isolated people together, and helping to set

up programs and policies to alleviate the desperate social conditions there.

His long tenure in the position is evidence of his success.

"My job — at first — was to hold the territories together and make it work until the northern people developed an awareness and could speak for themselves. I did it. The other day some chap said to me: 'I guess you've seen a lot of changes in your time?' My reply: 'I didn't see them, I made them!'"

Although this may seem egotistical, it's more than likely true.

They say if you ever put an odometer on Stuart Hodgson, he'd likely wear it out in just a few days.

Wear it out, but wear it out doing a lot of good.

For instance, when Hodgson stepped off the plane in Yellowknife in 1967 he was faced with problem on problem. Or, as he puts it, challenge on challenge.

Most northerners were unemployed. Most were uneducated. Most lived in inadequate housing. Communication woes were horrendous.

The 'Emperor of North' and his staff soon got to work.

Now:

- Most northerners live in prefabricated homes.

- Some 90 per cent of children attend school compared to 60 per cent 12 years ago. Most, unlike in the past, attend schools in the communities in which they live.

- Communication gaps were bridged in a number of innovative ways, including setting up the N.W.T. Interpreter Corps. The corps is a highly-trained group of specialists in native languages which provides written translations and consecutive and simultaneous translations.

- Entire new ranges of jobs have been created. Roadbuilding, bush clearing, and government-subsidized employment programs — such as 'STEP,' the Subsidized Term Employment Program — have been established.

- Government has been, and is still being, brought to the people. Local councils have been set up, and those already established have been strengthened. The

Northwest Territorial Council is now fully elected, and the majority of its members are native.

Nothing daunts Hodgson. Probably, after spending the Second World War in the Royal Canadian Navy in which he served mainly on the deadly Murmansk run, nothing should.

Still captivated by the North despite the fact that he now finally resides in Ottawa, he sums it up like this:

"It's like being given a great opportunity of going back 100 years and taking an area of Canada and bringing it back into the 20th century and doing it all in just 10 years."

To Hodgson, the challenge of the North has still only just begun.

Environmental expertise lacking in North: expert

The environment of northern Canada is a delicate and easily-disturbed system.

Any industrial development of the North will have to be done carefully and deliberately to avoid doing extensive harm to the wildlife and vegetation of Canada's last frontier.

Andrew Macpherson, regional director general of Environment Canada, says the country's environmental expertise in the North is still "very thin" considering the huge area concerned.

The coming of the 1980s as a period of potential rapid industrial development means that these delicate northern areas face possible massive disruption.

"There are very severe risks in northern development we can see at this time," Dr. Macpherson says. "Over the years industry has developed a strong environmental conscience. But, it's an area that doesn't have the solid biological base that the south provides. It's very difficult to re-establish vegetation or wildlife if disrupted."

It has been the policy of recent federal governments to encourage northern de-

velopment, he says, but within the framework of protecting northern ecology and the northern way of life.

This policy resulted, in the 1970s, in the Environmental Assessment and Review Process (EARP), he adds.

Under the process, he explains, an industrial applicant proposes to undertake an enterprise by providing a preliminary environmental impact statement to the department of Indian affairs and northern development.

The government then decides to allow the company to proceed with its plans or asks for a complete impact statement. A specially-appointed panel then studies the complete statement and reports to John Fraser, the Tory minister of the environment.

The final stage, Dr. Macpherson conveys, has the minister making his recommendations public and advising the minister of Indian affairs and northern development, Jake Epp.

The one serious flaw in the system, he says, is the lack of a complete plan for the North.

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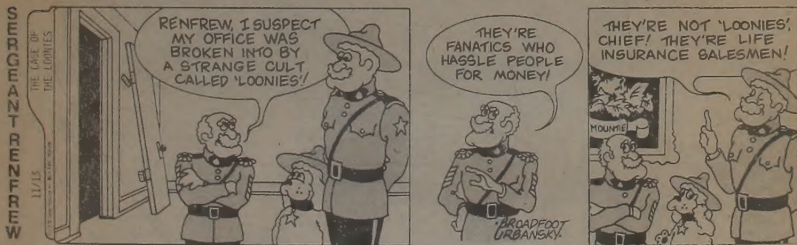
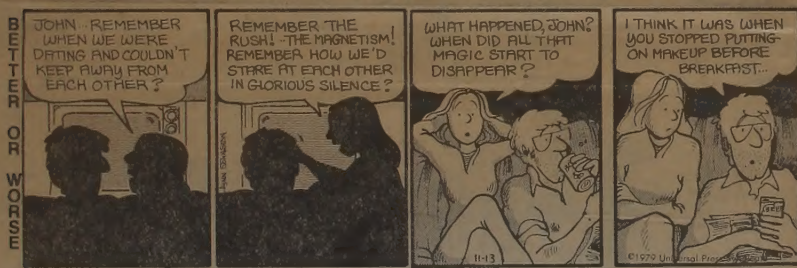
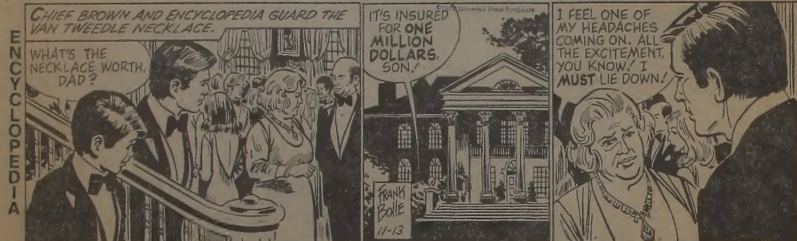
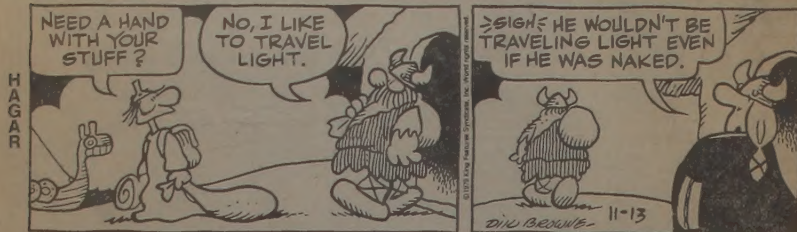
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York Factory study proposed by scholars

YORK FACTORY, Man (CP) — Eleven scholars proposing a multi-million-dollar study of the historic northern Manitoba community of York Factory are hoping for Canada Council funding.

Arthur Ray, the driving force for the project, says he is optimistic the council will

want to respond to the scholars' appeal. But the Toronto professor says he is also looking for private funding because the council probably cannot provide all of the \$5.5 million he estimates the five-to-seven-year study will cost.

Ray and the other scholars

plan to probe the native, agricultural, commercial, manufacturing, labor, transport, medical and social histories of York Factory during its 300-year life as a Hudson's Bay Co. trading post and centre for international trade.

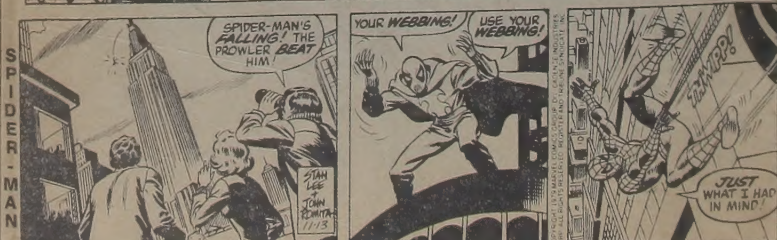
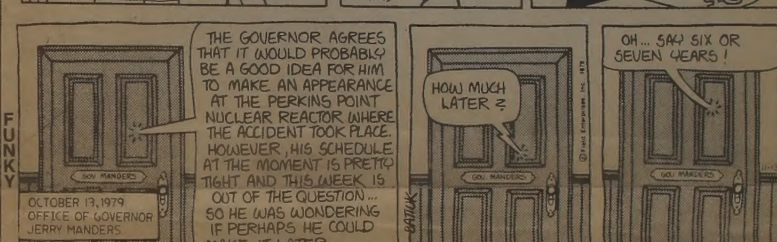
They say the community

on Hudson Bay at the mouth of the Hayes River "served as the gateway to the western interior of Canada for over two centuries until the coming of the steamboat and railroad led to a re-orientation of the transportation network of western Canada."

Ray says an early start on the exploration and preservation of this chunk of Canadian history is imperative because riverbank erosion at York Factory is washing away valuable artifacts, and fire is always a danger.

Andre LaRose, negotiating grants officer with the Canada Council in Ottawa, says a decision on the project is to be made in March.

The important York Factory depot was built in the early 1800s as the main trading structure and is the oldest building in Canada to survive the permafrost on which it stands.



Cold war can be won in the lab

INDIANAPOLIS (UPI) — The many germs that cause the common cold may meet their match in several chemicals being researched by Eli Lilly & Co.

Colds can be caused by any of at least 10 dozen viruses known as rhinoviruses.

"We have been pursuing 190 compounds that have shown activity in the laboratory against the rhinoviruses," says Earl B. Herr, Jr., president of Lilly Research Laboratories.

The compounds are chemical cousins called isomers and "are active against every rhinovirus tested to date. We know of no other new compounds with this range of activity," he said.

Herr said the research is still in the stage of animal studies. Clinical studies of the medicines' use in humans is far from begun.

Dr. C.W. Pettinga, Lilly's executive vice-president, says the cold problem often

is viewed humorously but a cure would end minor personal miseries and reduce work and school absenteeism which result in huge losses in productivity.

Lilly also is using recombinant DNA technology to produce human insulin, Herr said. DNA is the basic chemical that determines heredity and cell differentiation in living things. By recombining it, scientists can make life-forms to order

Tales told of beavers, dogs, teachers and silliness

The Dog's Dream

By JEAN MILLER

Once upon a time there lived a dog, his name was Charly. One day Charly had finished his supper and wanted a nap. He went to his bed and went to sleep. Five minutes later he was fast asleep. He had a dream, I'll tell you it. One day he was walking on the sidewalk when he saw his house. He went in and all of a sudden he heard a fire truck. He looked out of the window and saw a fire in one of the windows in his house. A fireman came up to the window and grabbed Charly. Charly bit the fireman on the cheek and they fell down to the ground. But just as Charly was about to hit the ground he woke up and found it was only a dream.

Jean is 9 years old and she lives in Sherwood Park.

Beavers

By KATHY CHRZANOWSKI

Beavers swimming in the sun,
I can see they're having fun.

Dark and shiny are their coats,
I wonder why they don't use boats.

Beavers playing in their lake,
They don't go in at the first snowflake.

To them their house is worth gold,
To us it may be just mold.

Beavers warning friends of danger,
Maybe they're saying "Beware of Ranger."

Beavers knowing a small tree,
When danger comes they'll turn and flee.

Beavers in the midnight shade,
I can see they're not afraid.

Kathy is 12 and she lives in Edmonton.



Check the hospital for the tart thief... the Queen isn't a very good cook!

Silly Poem

By PAULINE FRANCIS

Mommy, mommy, mommy
Mr. Pepper pot
He was a tiny fellow
Yes he was really hot
He helped me with my schoolwork
And also with my song
Mommy, mommy, mommy
He was a leprechaun
Pauline is 10 and she lives in Edmonton.

The Missing Teacher

By JACQUI KILARSKI

One day some children walked into their classroom to wait for their teacher.

They waited and waited and by 10 a.m. still no teacher so one of the boys stood up and said if the teacher is lost, why don't we go and find her?

The one girl stood and said, "I have a Saint Bernard with me. We could track her down."

"Good idea!" they all said. "At least we have a good start."

All the children went outside. The girl brought the Saint Bernard.

"Well what are we waiting for," said one of the boys.

"We are waiting for Harry to catch the scent of the teacher," said the girl.

Harry finally caught it and we all followed him. We walked and walked until we saw the teacher's purse.

At least we're on the right track. We walked and walked, and then we saw a hat just like the teacher's.

Someone spoke and said, "This is the teacher's hat, now we know where on the right track."

We walked and walked some more, and then we saw her coat. We stopped and looked and we saw the teacher.

She was hurt. So we called an ambulance.

When she was better she rewarded all of us by TWO EXTRA HOURS OF SCHOOL!

Jacqui is nine years old and she lives in Grande Prairie.

Junior Press Club



Trinidadians swamp reader with letters

An unusual problem faces one of the JJ's readers.

Emily Tomusiak of Spruce Grove recently wrote to a Trinidadian newspaper, looking for pen pals.

The newspaper printed her request and she received 130 replies! So Emily wrote to me asking for help.

If you would like a pen pal from Trinidad or Tobago, send a self-addressed stamped envelope to Emily stating the age you prefer (most of the pen pals range in age from 14 to 21 years old) and whether you want a boy or girl pen pal.

Emily adds that all the Trinidadians who

wrote to her are eager to have Canadian pen pals so let's do what we can.

Emily's address is Site 14, Box 16, R.R. 1, Spruce Grove, T0E 2C0.

Here are the regular pen pal requests:

Kelly Trouinger, 12, of Valley Street, Brockton, Pennsylvania, U.S.A., 17925, likes gymnastics, doing well in school, football, knitting, cooking, crocheting and sewing.

Adusei Ernest, 17, of P.O. Box 4, Piase Via, Kwato, Ejisu, Ashanti, Ghana, likes music, reading the Bible, photography and exchanging gifts.

Drupatee Ramsawak, 14, of Palmyra Vil-

lage, Palmyra Post Office, Via San Fernando, Trinidad, likes reading, writing to pen pals, all sorts of sports, hiking, disco dancing, movies and swimming.

Sergio Narayao, 10, of 5334 McLeod Road, Edmonton, T5A 3N7, likes collecting stamps and school. He would like to fly an airplane when he grows up. Sergio would like boy pen pals his own age.

If you would like pen pals, just send a list of your hobbies and interests along with your name, age and address to Lesley, Junior Journal, Edmonton Journal, Edmonton, T5J 2S6. Be sure to put PEN PALS on the envelope.

Design your own special tee shirts

By Phyllis Fiarotta

Everyone has his or her own special collection of tee shirts with pictures or sayings.

But did you ever wish you could design your own tee shirts so you could have tee shirts with your own special pictures or sayings?

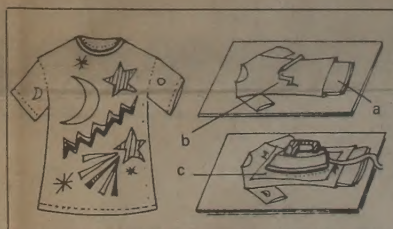
Well, all it takes is a box of crayons and a good imagination.

A brand new white tee shirt would be wonderful to work on, but an old shirt will do.

You can even add a little color design to a tee shirt that is fading because it's been washed too much.

1. Place a thick stack of newspaper on a table.

2. Place a thick stack of



newspaper inside the tee shirt, Fig. a.

3. Place some paper towels between the newspaper (inside) and the shirt.

4. Carefully draw your designs on the tee shirt with crayons, Fig. b. The coloring should be very thick.

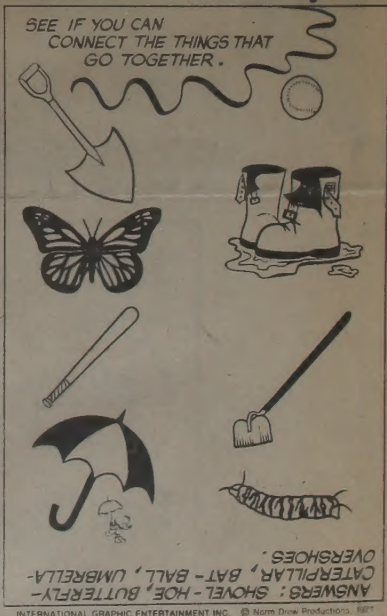
5. Place a sheet of wax paper over the crayon design.

6. Ask an adult to heat an iron on a middle setting. Press the hot iron over the wax paper. The crayon design will melt into the fabric, Fig. c.

7. The crayon design will last through many washings. It will come out, however, if the tee shirt is dry-cleaned.

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Chika's FUN SQUARE by NORM DREW



More JPCers reach the top

Two new publishers!

By winning the latest Word Discovery Contest, Wendy Gronnestad and Lesley Watson now join the ranks of JPC publishers. Congratulations!

The number of winners in each of the six age groups — 8 and younger, 9, 10, 11, 12, and 13 and older — was determined by comparing the number of entries in that group with the total number of entries.

Here are the winners and the number of words they found:

Maria Tan, 8, managing editor, Sherwood Park, 147 words.

John Myroon, 9, managing editor, Edmonton, 116 words.

Wendy Gronnestad, 10, publisher, Edmonton, 128 words.

Mary-Jean Dohei, 10, publisher, Edmonton, 102 words.

Monique Myroon, 11, managing editor, Edmonton, 118 words.

Anita Dohei, 11, publisher, Edmonton, 101 words.

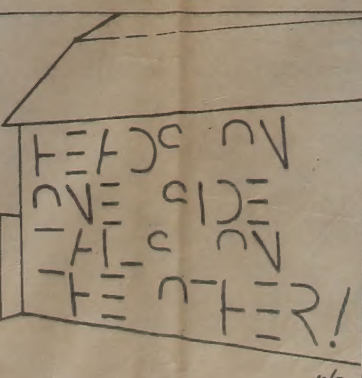
Lesley Watson, 12, publisher, Edmonton, 131 words.

Cheryl Mason, 12, publisher, Edmonton, 115 words.

Nandita Murdeshwar, 12, publisher, Edmonton, 107 words.

Ken Kobylanski, 13, editor, Edmonton, 112 words.

PEEWEE'S ENCL
HELP SHERLOCK HOLMES
SOLVE THIS RIDDLE!
WHY IS A CHICKEN WHO
SITS ON A FENCE LIKE
A COIN?

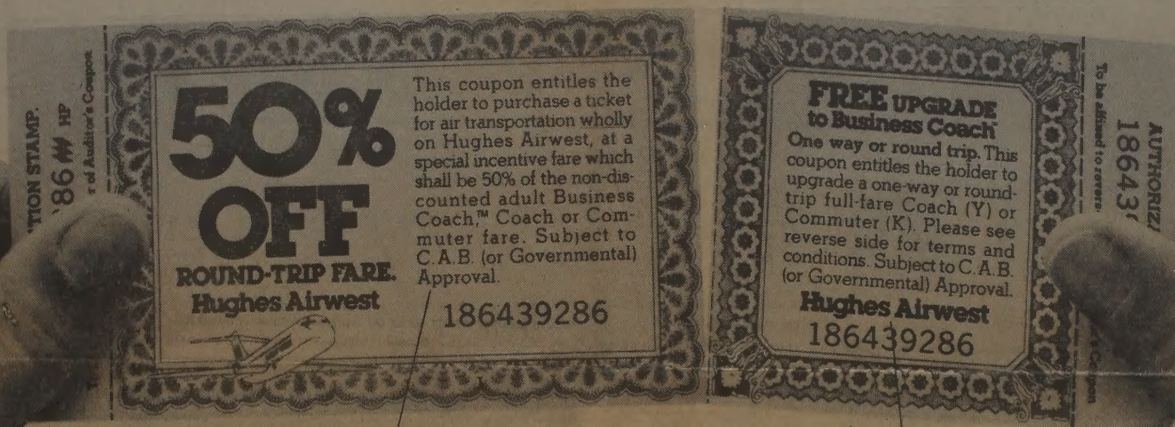


The strike is over!

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December 1 and January 31, 1980.

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Los Angeles. 2 flights daily, including the only morning flight.	San Diego. 1 flight daily.
Las Vegas. The only no-change-of-plane service.	And to 18 other cities in the U.S. Boise, Burbank, Eureka, Grand Canyon, Houston (Hobby Airport), Idaho Falls, Kalispell, Oakland, Ontario, Orange County, Palm Springs, Pocatello, Redding, Reno, Sacramento, Seattle, Spokane and Tucson.

Welcome back! If you already have a ticket from another airline, just bring it to us and we'll honor it for travel on Hughes Airwest.

For reservations, call a Travel Agent, your Corporate Travel Arranger, or Hughes Airwest at (403) 429-4716.


Yes.
Hughes Airwest